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No. 21,292

號九拾百五千壹萬式第

日八廿月八年寅丙

HONGKONG, MONDAY, OCTOBER 4th, 1926

壹拜禮

號四月拾年五十國民華中

PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

#### WEEK DAYS

| STATIONS         | AM        | PM   | AM    | PM    | AM    | PM   | AM   | PM   |
|------------------|-----------|------|-------|-------|-------|------|------|------|
| Kowloon...       | Dep. 6.40 | 6.50 | 10.30 | 11.40 | 12.00 | 1.15 | 4.35 | 5.29 |
| Yau Ma Tei...    | Dep. 6.50 | 7.00 | 10.39 | 11.49 | 12.09 | 1.24 | 4.44 | 5.38 |
| Shatin...        | Dep. 7.02 | 7.12 | 10.51 | 12.01 | 12.21 | 1.36 | 4.56 | 5.51 |
| Tai Po...        | Dep. 7.16 | 7.26 | 11.04 | 12.14 | 12.34 | 1.49 | 5.09 | 6.04 |
| Tai Po Market... | Dep. 7.31 | 7.41 | 11.19 | 12.29 | 12.49 | 1.54 | 5.14 | 6.09 |
| Fanning...       | Dep. 7.32 | 7.42 | 11.20 | 12.30 | 12.50 | 2.03 | 5.23 | 6.18 |
| Shaukei...       | Dep. 7.38 | 7.48 | 11.26 | 12.36 | 12.56 | 2.07 | 5.27 | 6.22 |
| Shumshu...       | Dep. 7.43 | 7.53 | 11.31 | 12.41 | 13.01 | 2.18 | 5.38 | 6.33 |
| Shumshu...       | Dep. 7.51 | 8.01 | 11.39 | 12.49 | 13.09 | 2.26 | 5.46 | 6.41 |
| Shaukei...       | Dep. 7.52 | 8.02 | 11.40 | 12.50 | 13.10 | 2.27 | 5.47 | 6.42 |
| Tai Po...        | Dep. 7.58 | 8.08 | 11.46 | 12.56 | 13.16 | 2.33 | 5.53 | 6.48 |
| Shatin...        | Dep. 8.12 | 8.22 | 11.59 | 13.09 | 13.29 | 2.46 | 6.06 | 6.54 |
| Yau Ma Tei...    | Dep. 8.13 | 8.23 | 12.00 | 13.10 | 13.30 | 2.47 | 6.07 | 6.55 |
| Kowloon...       | Dep. 8.20 | 8.30 | 12.07 | 13.17 | 13.37 | 2.54 | 6.14 | 7.02 |

#### SUNDAYS AND PUBLIC HOLIDAYS

| STATIONS         | AM        | PM   | AM    | PM    | AM    | PM   | AM   | PM   |
|------------------|-----------|------|-------|-------|-------|------|------|------|
| Kowloon...       | Dep. 6.40 | 6.50 | 10.30 | 11.40 | 12.00 | 1.15 | 4.35 | 5.29 |
| Yau Ma Tei...    | Dep. 6.50 | 7.00 | 10.39 | 11.49 | 12.09 | 1.24 | 4.44 | 5.38 |
| Shatin...        | Dep. 7.02 | 7.12 | 10.51 | 12.01 | 12.21 | 1.36 | 4.56 | 5.51 |
| Tai Po...        | Dep. 7.16 | 7.26 | 11.04 | 12.14 | 12.34 | 1.49 | 5.09 | 6.04 |
| Tai Po Market... | Dep. 7.31 | 7.41 | 11.19 | 12.29 | 12.49 | 1.54 | 5.14 | 6.09 |
| Fanning...       | Dep. 7.32 | 7.42 | 11.20 | 12.30 | 12.50 | 2.03 | 5.23 | 6.18 |
| Shaukei...       | Dep. 7.38 | 7.48 | 11.26 | 12.36 | 12.56 | 2.07 | 5.27 | 6.22 |
| Shumshu...       | Dep. 7.43 | 7.53 | 11.31 | 12.41 | 13.01 | 2.18 | 5.38 | 6.33 |
| Shumshu...       | Dep. 7.51 | 8.01 | 11.39 | 12.49 | 13.09 | 2.26 | 5.46 | 6.41 |
| Shaukei...       | Dep. 7.52 | 8.02 | 11.40 | 12.50 | 13.10 | 2.27 | 5.47 | 6.42 |
| Tai Po...        | Dep. 7.58 | 8.08 | 11.46 | 12.56 | 13.16 | 2.33 | 5.53 | 6.48 |
| Shatin...        | Dep. 8.12 | 8.22 | 11.59 | 13.09 | 13.29 | 2.46 | 6.06 | 6.54 |
| Yau Ma Tei...    | Dep. 8.13 | 8.23 | 12.00 | 13.10 | 13.30 | 2.47 | 6.07 | 6.55 |
| Kowloon...       | Dep. 8.20 | 8.30 | 12.07 | 13.17 | 13.37 | 2.54 | 6.14 | 7.02 |

#### SHA TAU KOK BRANCH

| STATIONS   | AM        | PM   | AM    | PM    | AM    | PM   | AM   | PM   |
|------------|-----------|------|-------|-------|-------|------|------|------|
| Fanning... | Dep. 7.45 | 7.55 | 11.30 | 12.40 | 12.00 | 1.15 | 4.35 | 5.29 |
| Shaukei... | Dep. 7.50 | 8.00 | 11.35 | 12.45 | 12.05 | 1.20 | 4.40 | 5.34 |
| Shaukei... | Dep. 8.40 | 8.50 | 12.25 | 13.35 | 13.00 | 1.15 | 4.35 | 5.29 |

#### SUNDAYS AND PUBLIC HOLIDAYS

| STATIONS   | AM        | PM   | AM    | PM    | AM    | PM   | AM   | PM   |
|------------|-----------|------|-------|-------|-------|------|------|------|
| Fanning... | Dep. 7.45 | 7.55 | 11.30 | 12.40 | 12.00 | 1.15 | 4.35 | 5.29 |
| Shaukei... | Dep. 7.50 | 8.00 | 11.35 | 12.45 | 12.05 | 1.20 | 4.40 | 5.34 |
| Shaukei... | Dep. 8.40 | 8.50 | 12.25 | 13.35 | 13.00 | 1.15 | 4.35 | 5.29 |

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from  
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## THROUGH THE CHINESE FIGHTING LINE.

THE ENTERPRISE AND EXCITING EXPERIENCES OF  
A "RETURNED STUDENT."

THE VICISSITUDES OF A TRIP FROM CHANGSHA  
TO HONGKONG.

(Contributed.)

When Mr. Hwang, after spending his summer vacation at Changsha, decided to return to Hongkong to resume his studies, he found that the armies of Chiang Kai Shek were fighting a battle across his route. Changsha, as can be seen by those who possess a map of China, is a town on the incompleted Hankow-Canton Railway, about two hundred miles South-west of Wuchang. Mr. Hwang's ordinary route would be to proceed north by this railway to Wuchang, cross the river to Hankow, and thence proceed by a British river steamer to Shanghai. With Chang Kai Shek's armies deployed across the railway, and a big battle impending for the Hankow-Hankow-Wuchang conglomeration, this route was impossible. Rolling stock was otherwise engaged, and was directed to places where civilian could wish to be conducted. The steamers which usually ply from Changsha through Yochow to Wuchang were held up, until more settled times, at Changsha. An ordinary man finding himself so situated at the beginning of September, would have decided to stay there until the clouds rolled by. But inspired as he was with the intrepid zeal of a true student, Mr. Hwang decided to carry out the journey. He would make his way either through or round the armies arrayed for battle. How he succeeded is a narrative of more than sufficient interest to justify the detailed account which he will some day write, as the hero of Waverley is conceived to have written the account of his experiences in the Forty-Five. For the present the story may well be told in outline.

Realising that it would be impossible for a traveller to pierce the centre of the battle-line, Mr. Hwang decided to go round the left flank of Chiang Kai Shek's armies. To do this he decided to use a private motor launch. In it he would sail down the river from Changsha into the huge lake called Tung-ting, which he would cross diagonally from the south-east corner to the north-west, and thence make his way to a town on the Yangtze called Shashi. Shashi is more than two hundred miles above Hankow. But through Shashi British steamers pass down the river to Hankow. He could count on getting on board one of those. With such calm deliberation, Mr. Hwang resolved to undertake the thrilling exploit of first travelling on the flank of the Southern armies as they joined battle, and then sailing down the river, behind the battle front of the Northern army, or, if the fortune of war should so decide, between the opposing armies.

### FLAGS FOR ALL EMERGENCIES.

As a preliminary to doing this the private launch had to be provided with a crew, and he himself with some form of permit to authorise movement through occupied territory. The crew was a one man business, in the form of an adventurous cousin, with a sufficient knowledge of engineering to keep the motor running, and a sufficient knowledge of the world to keep the average inquirer guessing even if armed with a gun. The permit was two-fold: a letter from a high official which would carry weight in the final judgments of high officials; and a bundle of flags to prevent interference from soldiers of less exalted rank. For each area through which he would have to pass, Mr. Hwang was provided with the flag of the brigadier commanding the area. The windows of form of safe-conduct recalls that which Ulysses received from Ateus; but our Ulysses used his with more discretion.

At midnight on the first of September, Mr. Hwang set forth. The country he found to be, on the whole, in a very settled state. The first wave of troops from Canton were not only sufficiently well disciplined to refrain from ill-treating the civilian population, but also so well trained in the arts of propaganda as to be able to recommend themselves and their cause wherever they went. Instead of spreading nightfulness by murder and loot, they spread amity by such gallantries as lantern processions; and they had an intelligence service actively employed in convincing the inhabitants, by public discourse, that a victory over Wu Pei Fu was all for the good of the people. Nevertheless, Mr. Hwang suffered several of these inconveniences which, even in the most disciplined wars, are inseparable from journeys through war zones. Sprinklings of rifle fire were frequent, if seldom purposeful. Delays were imposed by pickets who were not satisfied with flags as a passport, and the written document had often to be carried to headquarters. On those occasions Mr. Hwang found it advisable to display the subterfuge courtesy of a scholar confronted by rough men, and entertained his interrogators in such tea-shops, or restaurants, as were usually at hand when his documents were looked into. On one occasion three officers decided to commandeer his launch, and might have ventured to send him "home" by the promptest of all means of transport. But fortunately a launch is a form of booty which becomes useless when divided, and each of the three wanted it for separate use. It was evening; the three adjourned to a tea-shop to settle the allotment of their prize, and while they were drinking lots, corks, or whatever would settle

the matter, Mr. Hwang's launch stole away into the night. Mr. Hwang admits that his luck, in being thus enabled to escape, was probably due to the good offices of one of the requisitioning officers whom he had, once met somewhere before.

### ON THE TUNG-TING LAKE.

When they reached the Tung-ting Hu they found that they dared not proceed directly across the open waters of the lake. They decided to skirt the shore, and make sure of the villages where they could get gasoline. This was a tedious and trying part of the journey. They were repeatedly stopped by pickets, their were very difficult to satisfy. Their journey became futile when they were boarded by two officers who took charge of the launch and used it to make a reconnaissance of the lake. This reconnaissance was done with a thoroughness and skill which won Mr. Hwang's admiration, especially on account of the care and accuracy with which reports were written up each evening. But even Napoleon's skill in military duties cannot commend the man of war to the man of peace, who is tired of his company. And so Mr. Hwang finally decided that it would be better to return home than to be detained as boatman in perpetuity to reconnaissance officers. With such a cargo the southern outlet of the lake was the only possible egress. So back they went to Changsha. After more than a week's wandering, Mr. Hwang found himself beaten back; but not overcome. It was a case of *reculer pour mieux sauter*. He meant to set out again as soon as he could find fresh supplies.

Meantime events of importance had taken place. Chiang Kai Shek's armies had fought their way to their objectives and inflicted a defeat on Wu Pei Fu. The naval engagement at Nanchien had, according to local accounts, seriously disturbed the Yangtze above Hankow. For the first of these reasons there was no longer any need to make wide detours round the scene of battle, and for the second reason, there could be no certain advantage in making for the upper Yangtze across the Tung-ting. Mr. Hwang, therefore, decided to make his second attempt by the east side of the Tung-ting, instead of the west. He would take his launch direct to Yochow, and hope for land transport from there.

### THE SECOND ATTEMPT.

This time the journey was even more difficult. The rabble of lines of communication troops, and other undisciplined bodies, which even in well-disciplined western armies are so much more of a nuisance to a country than any amount of fighting troops, had been brought up. Mr. Hwang found that, for all his flags and passport, he had to strain to the utmost his capacity for gentlemanly meekness, and had to entertain excessively. These troops were not exactly living on the country, because the army makes use of a proper system of requisition, payment, and rationing. But they expected, and exacted, generous treatment, and extreme tolerance, from a civilian so privileged as to travel by special permission through country where a war was being held. The diplomatic skill of Mr. Hwang's engineering cousin was sorely tried. It triumphed until there occurred an incident which nearly put an end to all skill and enterprise.

As a consequence of what took place at Wanchien, riverside pickets were endeavouring to stop all traffic of foreign ships on the waterways of Central China.

(Continued on next Column.)

## SHANGHAI HOTEL MANAGER.

MR. ALBERT E. WILLISHER ACCEPTS  
INDIAN APPOINTMENT.

NOT COMING TO PENINSULA  
HOTEL, KOWLOON.

Mr. Albert E. Willsher, the manager of the Palace Hotel, Shanghai, for the past two and a half years, is leaving for India shortly to take over the management of the Grand Hotels, Ltd., Calcutta. With him go three heads of departments, a European orchestra of seven players and a ballet of 16 first-class artistes.

Mr. Willsher will be company manager of Grand Hotels, Ltd., with the Grand Hotel (550 rooms), Calcutta, as his headquarters. The other two hotels under his control will be the Darjeeling Hotel with between 500 and 600 rooms and the Burma Hotel with like accommodation.

In order to take over this appointment Mr. Willsher resigned his position with the Hongkong and Shanghai Hotels, Ltd., last month. He was to have proceeded to Hongkong to manage the New Peninsula Hotel at Kowloon, having been appointed by Mr. Taggart, but in view of this new offer, he decided to go to India. Last week Mr. Willsher was presented by his colleagues with a gold watch and chain.

At the presentation ceremony, Mr. Percy Suckling, general office manager of the Hongkong and Shanghai Hotels, Ltd., made an appropriate speech in which he referred to the great loss which the Company was sustaining by Mr. Willsher's departure. He took the opportunity also of congratulating Mr. Willsher upon his latest appointment. Others who spoke and congratulated Mr. Willsher were Mr. V. Maurer, on behalf of the whole Palace Hotel staff, Mr. Rumberg, on behalf of the Palace Hotel orchestra, and Mr. Chang Liang on behalf of the Chinese staff.

Mr. Hwang's launch had the bad luck to be stopped outside Yochow, while a shore picket argued with a French gunboat which persisted in going on. As his launch lay mid-way between picket and gunboat, the argument was carried on over Mr. Hwang's head. The successive stages of the argument were rifle fire, machine-gun fire and finally shell-fire. As the arguments were not always so well directed as they might have been, the launch was fairly riddled. But the engineering cousin stuck to the wheel and the launch dived into Yochow.

### A HELPING HAND FROM THE BRITISH.

The first British boat which arrived took Mr. Hwang on board, and his launch in tow, to Hankow, where Mr. Hwang transhipped to another British boat, which took him down to Shanghai.

All this happened while the remnant of Wu Pei Fu's army was defending Wuchang against Cantonese forces which had entered Hanyang and Hankow. It happened while the Yangtze was reverberating with the Wanchien engagement. The background to Mr. Hwang's experiences, according to conventional opinion, is opposition to Western merchant enterprise, and is often described as instigated by Chinese students. Yet here is a Chinese student travelling in the most turbulent area, at a time of special excitement, and when he is in search of a safe-conduct out of difficulties, he has no hesitation in trusting himself to a British merchant captain. And the British merchant captain, need it be added, makes no objection to his student passenger. "I had the return half of a ticket," says Mr. Hwang. "So I knew the captain would take me. There was no ill-feeling. Some of the ship's officers knew me. I can speak to them."

It is with the Chinese as with us: no man is a foreigner, even during an anti-foreign agitation, if you know him; or can speak his language. Whether or not Mr. Hwang, in the course of the academic studies at his journey's end, will learn much to fit him for his future career in the turmoil of China, one feels sure that he will learn a tremendous amount of positive value in the course of such little expeditions to and fro.

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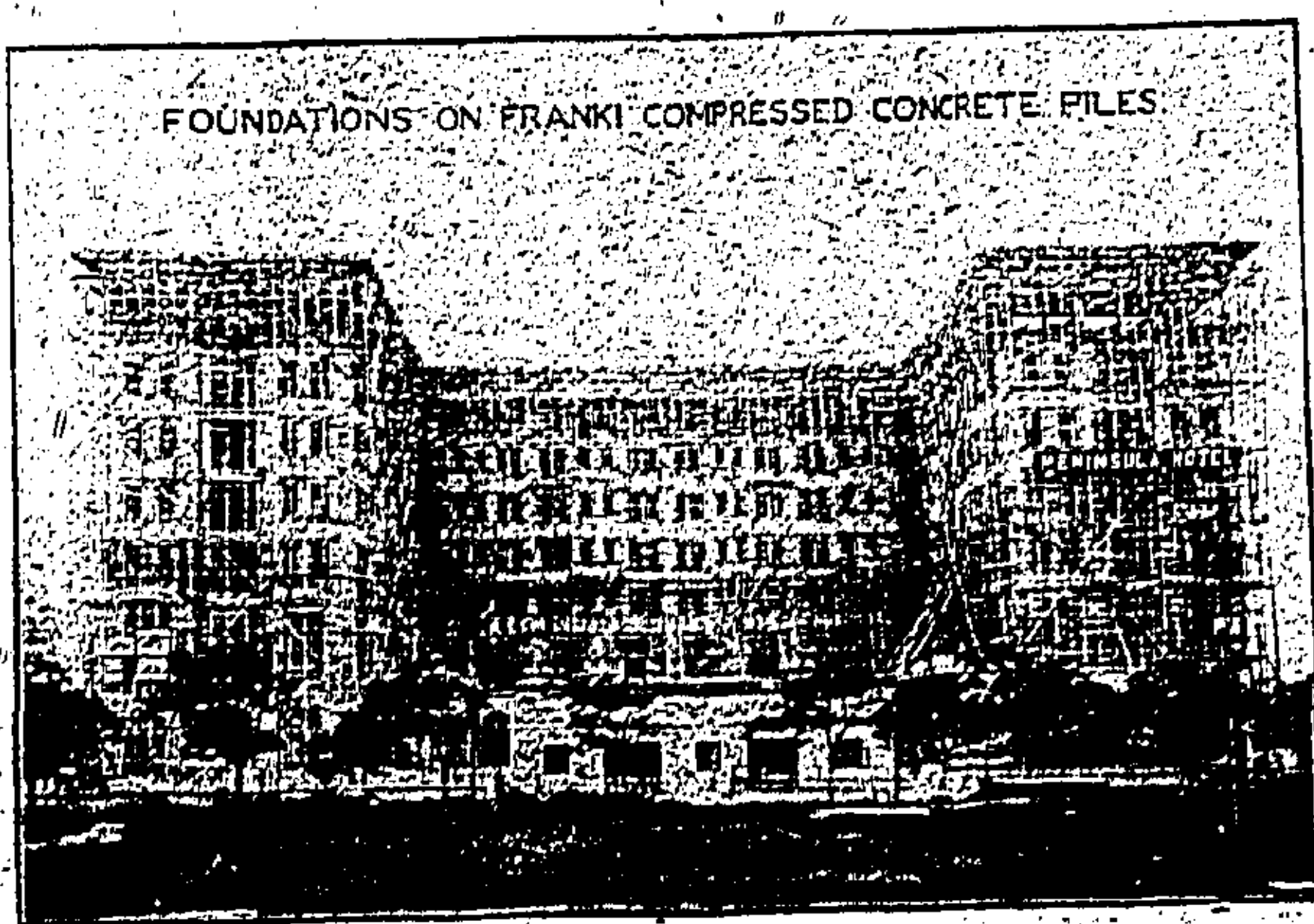
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**DEPARTING "BUFFS."**

FAREWELL DINNER OF "ET"  
GLORIA LODGE.

PLEASANT FUNCTION AT R.N.  
THEATRE.

A convivial time was spent at the Royal Naval Theatre on Saturday evening by fully 100 members of the Royal Anediluvian Order of Buffaloes, the occasion being a farewell dinner of Et Gloria Lodge, No. 5872.

The membership of the Et Gloria Lodge consists for the most part of members of the 25th Heavy Battery, R.A., stationed at Stonecutters Island, where, incidentally, the Lodge was originally founded, the founders being Primos Steel, Holmes, Ward and Manwaring, who were all present at the dinner. The 25th Heavy Battery are shortly leaving the Colony, having been transferred to Singapore, to which port they will travel on the transport ship *Neutria*, which is bringing relief to the China Station, and which will also carry the East Surrey Regt. to India. The Battery leaves Hongkong on October 27th, and it was arranged that this dinner should be held as a farewell function. Most of the gathering present on Saturday evening consisted of Et Gloria Lodge members, with representatives from other local lodges of the Order also present as guests.

The function was conducted on informal lines and everyone spent a thoroughly enjoyable time. The Theatre and the tables were very tastefully decorated, thanks to the efforts of Mr. Stark (Canteen Manager) and Mrs. Stark, who were warmly thanked for their work during the evening.

The Toast List.

The Toast Master was Bro. Hopkins, and the toasts were submitted between the serving of each course on the menu. The toasts were all submitted with brevity, and what little was said was to the point. A happy feature of the whole function was the entire absence of speeches.

The following toasts were submitted during the evening:—"The King," by the Chairman Primo Steel; "The Order," by Primo Holmes; "Absent Members," by Primo Ward; "Guests," by Primo Manwaring; "Founders of Et Gloria Lodge," by Primo Hoare; "Our Departing Guests," by Primo Gibb, in the absence of Primo Jefferys, P.G.P., who was unavoidably absent from the dinner owing to sickness.

The Concert.

A very enjoyable impromptu concert followed the dinner, and those contributing to the capital programme included:—Bro. Healey, Lonsdale, Loo, Warrior, Reed, Sherman, Waters, Bailey and Primo Woodland (songs); Bros. Earnshaw and Woodward (monologues); Primo Drabwell, Primo Badcock, Bros. Welch and Parfitt (comic songs); and Bros. Badcock and Warrior, Primos Ward and Steel and Bros. Parfitt and Warries (duets). Bro. Smith played selections on the piano, Bro. Bob Norton also entertained at the piano, and played some of the accompaniments.

The concert was arranged by the Dinner Committee, Primos Steel, Hoare and Woodland, assisted by Bro. Ruse.

**CHARITY CONCERT IN AID OF  
M.C.L.**

A concert was held at the Officers' Mess at Victoria Gaoi on Saturday night in aid of the Ministering Children's League. The arrangements which gave entire satisfaction had been carried out by Mrs. J. W. Franks.

The programme consisted of dances and songs. Mrs. G. L. Buchanan, Mrs. H. L. Lockhart, and Dr. J. R. Craig gave musical items; the humorist, Mr. Vic. Blundell was at his best, and Mr. J. Graham, the character comedian, caused great hilarity. None the less humorous was a sketch, "Gael Quintette," played by Messrs. Gillespie, Walker, Calver, Iles and Johnstone. Mrs. W. Cressy and Mr. F. Spary were the accompanists, and the orchestra comprised J. Fawkes (piano), N. Carter (violin), R. Hannon (cornet), W. Maxwell (saxophone), T. Ellis (banjo), and W. J. Iles (drums).

**CELEBRATION AT THE ROSARY  
CHURCH.**

**IMPRESSIVE CEREMONY.**

Yesterday, the Feast of Our Lady of the Holy Rosary was observed at the Rosary Church, Kowloon. Morning Services were held as follows:—First Mass 6.30 a.m., Second Mass 7.30 a.m., Third Mass 8.30 a.m., Solemn Pontifical Mass 9.30 a.m., and Evening Service at 4.30 p.m. followed by the recitation of the Rosary, Procession, sermon and Benediction.

The procession which was very impressive was in the following order:—1, The Banner of Our Lady; 2, Girls scattering flowers; 3, Knights of the Blessed Sacrament; 4, St. Joseph's Apostleship of Prayer; 5, Apostleship of Prayer; 6, Chinese Catholic Young Men Society; 7, St. Joseph's Confraternity; 8, Beavers of the Confraternity of the Rosary; 9, Cross of the Confraternity of the Rosary; 10, Confraternity of the Holy Rosary; 11, Chinese Catholic Young Women Society; 12, Congregation of St. Aloysius; 13, The Children of Mary; 14, Girls scattering flowers; 15, The Clergy; 16, The Statute of Our Lady; 17, Guard of Honour; 18, The Bishop; 19, The Consuls and the Knights; 20, Ladies' Apostleship of Prayer; 21, The Band; 22, The Faithful.

**MOTOR ACCIDENTS.**

P.W.D. OVERSEER INJURED.

Mr. J. W. Wells, an overseer of the Public Works Department, was removed to the Government Civil Hospital on Friday suffering from rather serious leg injuries received when his motor-cycle crashed into a car around the bend at Caine Road, near the Police Quarters.

In a report to the police, the driver of the car stated that the mishap occurred at 2.15, as he was driving in a westerly direction. He collided with Mr. Wells's car, which was proceeding in the opposite direction round the bend. Mr. Wells was thrown heavily from his machine.

Lady Driver's Escape.

At ten o'clock the same evening, the policeman on duty at Glenealy corner reports that a motor-car, travelling from west to east, crashed into the wall at the top of Glenealy, the car being damaged but the European lady driver being unhurt.

A Chinese lad, living at 13, Bowrington Road, was admitted to hospital in an unconscious condition subsequent to his cycle colliding with a tram-car at the junction of Jackson and Des Vaux Roads.

**HONGKONG STOCK EXCHANGE.  
CLOSING QUOTATIONS.**

| October 3rd, 1926.                             |                            |
|------------------------------------------------|----------------------------|
| Hongkong Bank                                  | \$1,087 1/2 buy.           |
| Do. (London)                                   | \$121 1/2 nom.             |
| Chartered Bank                                 | \$21 1/2 nom.              |
| Mercantile Bank, A. & B.                       | \$20 1/2 nom.              |
| Do. (U.S.)                                     | \$21 1/2 nom.              |
| P. & O. Bank                                   | \$24 1/2 buy.              |
| East Asia Bank                                 | \$31 1/2 nom.              |
| Canton Insurance                               | \$32 1/2 buy.              |
| China Underwriters                             | \$14 1/2 nom.              |
| North China Insurance                          | \$14 1/2 nom.              |
| Yong Tai Insurance                             | \$28 1/2 buy, \$36 sel.    |
| China Fire Insurance                           | \$20 1/2 buy.              |
| Hongkong Fire Insurance                        | \$61 1/2 buy, \$15 sa.     |
| Do. (U.S.)                                     | \$27 1/2 buy.              |
| H.K. & M. Steamboats                           | \$23 1/2 nom.              |
| Hongkong Tugs                                  | \$2 1/2 buy.               |
| Indo-China (Fr.)                               | \$30 1/2 buy.              |
| Do. (Delf.)                                    | \$42 1/2 buy.              |
| Shell Transport                                | \$90 1/2 nom.              |
| Star Ferries                                   | \$30 1/2 buy.              |
| Waterboats                                     | \$15 1/2 buy.              |
| China Sugars                                   | \$23 1/2 nom.              |
| Malayan Sugars                                 | \$11 1/2 nom.              |
| Do. (U.S.)                                     | \$10 1/2 sel.              |
| Kailan Mining A.                               | \$10 1/2 sel.              |
| Langkat (combined)                             | \$2 1/2 buy.               |
| Do. (single)                                   | \$1 1/2 buy.               |
| Shanghai Expansions                            | \$14 1/2 nom.              |
| Shanghai Loans                                 | \$14 1/2 buy.              |
| Banque                                         | \$44 1/2 buy.              |
| Tonghai Mines                                  | \$9 1/2 buy.               |
| Ural Caspian                                   | \$9 1/2 buy.               |
| H.K. & W. Wells                                | \$52 1/2 buy.              |
| Hongkong                                       | \$170 1/2 buy.             |
| New engineering                                | \$14 1/2 buy.              |
| Shanghai Dock                                  | \$118 1/2 buy, \$20 sa.    |
| H.K. & S. Hotels                               | \$10 1/2 sel. & sa.        |
| Hongkong Land                                  | \$81 1/2 nom.              |
| Hongkong Realty                                | \$7 1/2 nom.               |
| H.K. Territories                               | \$4 sel.                   |
| Rumfords Estates                               | \$34 1/2 buy.              |
| Primo's Buildings                              | \$30 1/2 nom.              |
| Kwai Land                                      | \$14 1/2 nom.              |
| Two Centons                                    | \$14 1/2 buy.              |
| Oriental                                       | \$24 1/2 buy.              |
| Shanghai Cottons (old)                         | \$14 1/2 buy.              |
| Do. (new)                                      | \$14 1/2 buy.              |
| China Bases                                    | \$14 1/2 nom.              |
| Hongkong Tramways                              | \$25 1/2 sel, \$26 1/2 sa. |
| Peak Tram (old)                                | \$15 1/2 nom.              |
| Do. (new)                                      | \$17 1/2 nom.              |
| Singapore Tractions                            | \$15 1/2 nom.              |
| Taxis                                          | \$42 1/2 buy.              |
| Amusements                                     | \$12 1/2 nom.              |
| Quanta Ice                                     | \$13 1/2 nom.              |
| Valente (combined)                             | \$12 1/2 nom.              |
| Do. (old)                                      | \$12 1/2 nom.              |
| Do. (new)                                      | \$12 1/2 buy.              |
| China Lights (combined)                        | \$21 1/2 buy.              |
| Do. (old)                                      | \$14 1/2 buy.              |
| Do. (new)                                      | \$11 1/2 buy.              |
| China Providents                               | \$4 1/2 buy.               |
| Constructions                                  | \$42 1/2 nom.              |
| Dairy Farms                                    | \$4 1/2 buy.               |
| Der A. Wings                                   | \$40 1/2 sel.              |
| Hongkong Electric                              | \$35 1/2 nom.              |
| H.K. Electric                                  | \$30 1/2 sel.              |
| H.K. Koyes (combined)                          | \$10 sel.                  |
| Do. (old)                                      | \$10 sel.                  |
| Do. (new)                                      | \$5 sel.                   |
| Lane Crawford                                  | \$9 1/2 nom.               |
| Mackintosh                                     | \$19 1/2 nom.              |
| Sincere                                        | \$11 nom.                  |
| United Asbestos                                | \$20 1/2 nom.              |
| Watanabe (old)                                 | \$14 1/2 buy, \$13 sa.     |
| Wm. Powell                                     | \$4 1/2 nom.               |
| Buyers, sel., sellers, & sa.—value nom.—usual. |                            |

**EXCHANGE RATES.**

[BRITISH WIRELESS SERVICE.]

| Rugby, October 1st. |           |
|---------------------|-----------|
| New York            | 4.85 1/2  |
| Geneva              | 25.10     |
| Milan               | 102 1/2   |
| Stockholm           | 18.14     |
| Oslo                | 22.14     |
| Prague              | 163 1/2   |
| Madrid              | 31.97 1/2 |
| Rio                 | 7.11 1/2  |
| Shanghai            | 9 1/2     |
| Yokohama            | 9 1/2     |
| Silver (forward)    | 26 1/2    |
| Paris               | 17 1/2    |
| Brussels            | 17 1/2    |
| Amsterdam           | 12.11 1/2 |
| Berlin              | 20.37     |
| Copenhagen          | 18.27 1/2 |
| Vienna              | 24.36     |
| Helsingfors         | 19 1/2    |
| Lisbon              | 2.17 1/2  |
| Buenos Aires        | 46.1 1/2  |
| Hongkong            | 2/08      |
| Silver (spot)       | 28.5 1/2  |

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AND HIS

**NEW GLOBE TROTTERS**

2nd PROGRAMME TO-NIGHT.

PRICES—\$3, \$2 and \$1.

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Tel. 4630. 10, Des Vaux Road. 197

**DEMAND FOR A PETROL TAX.**

PROBLEM FOR MOTOR-CAR  
DESIGNERS.

**OWNERS IN FAVOUR.**

Will the petrol tax return?  
This is the question to which all British motor-car manufacturers are busy guessing the answer at present, says a Home paper.

Horse-power, of course, is the basis of motor-car taxation now; but all motorists are convinced that this is an unjust basis, and, headed by the Automobile Association and the Royal Automobile Club, a vigorous agitation is being organised throughout the country in favour of a return to the petrol tax.

If this agitation is successful it will alter the whole trend of motor-car engine design in Britain.

The horse-power tax—which amounts to a tax on the cubic capacity of the cylinders of a motor-car's engine—has developed the small but immensely efficient engine as the outstanding feature of British manufacturing practice. An engine nominally (and legally) rated at 12-h.p. often develops anything from 60 to 70-h.p. in actual practice.

American manufacturers, on the other hand, specialise in engines of from 20 to 25 nominal horse-power according to cur. rating. Since the horse-power tax was imposed our 12-h.p. class cars have held their own in competition against their 20-25-h.p. American rivals, which sell at only slightly higher prices, despite the McKenna import duties.

American Cars.

If the petrol tax were re-established British manufacturers would have to

compete against their American rivals on a much more equal basis. The petrol consumption of these larger American engines is not much greater than that of British, super-efficient engines of much lower horse-power, while the accommodation and luxury afforded by the larger American vehicle are naturally more attractive.

British manufacturers, therefore, are faced with the possibility of having to change their policy, in order to produce motor-cars with larger, but less tremendously efficient engines, which would compete with American productions in their own class.

Such a change in policy would entail a large capital expenditure in scrapping existing plant and laying down new machinery and in research work.

"Motorists as a body would welcome a return to the petrol tax," said a director of a famous British firm of motor-car manufacturers to a newspaper representative. "There can be no question of the unfairness of the horse-power tax. An immense lorry and a large private motor-car pay the same tax, yet the lorry, thundering along with a five-ton load and solid tyres, does ten times as much damage to the roads as the private vehicle."

"The lorry," he continued, "naturally uses much more petrol than the private motor-car, so that a petrol tax would ensure that those who damage the roads most would pay the most towards their reconstruction."

"A petrol tax would also remedy the grievance of the man who uses his motor-car only at week-ends. At present he pays just the same tax as the man who uses his car all day and most of the night as well. If a petrol tax were in force, he would naturally only pay for the roads as he used them."



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of fine texture, smooth finish twill surface, will not irritate the skin. Exceptionally durable in wear. Good washing quality. Self Colours and Stripes. 31 inches wide.

Usual Price: \$2.25.  
SPECIAL PRICE  
TO CLEAR **\$1.50** Yard.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONGKONG.

## A CHEUNG CHOW CHRONICLE.

[FROM A CORRESPONDENT.]

October 1st.

There is something of an old-fashioned Sabbath atmosphere about Sunday on the Island. When night falls it is not long before one after another the lamps are dimmed and the Island is asleep—except the villagers down below and the vendors of bean soup and "other dainties," who cry their wares from little boats around the fishing fleet anchored in the harbour.

But before dawn on Monday morning the rain began and the wind suddenly awoke. Then the typhoon pounced upon us like a tiger, and tremendous waves came rolling in, dashing their foam high up over the rocks. A tiny fishing-boat, which had been anchored all night in the little Southern cove, struggled desperately to move out before she was crushed against the rocks. A big junk came tearing along before the wind with a helpless crew on board—the waves heaved higher and higher—and the wind now and then seemed to rush out to meet them and to catch the spray and sweep it up into the air to a wonderful height.

Round about the bungalows the coolies crept, heads bent to the wind, as they dragged the flower-pots to more sheltered corners. In one outhouse a mother hen spread her wings close over a dozen chicks, but when the wind caught the door and shook it like a rat until it swung open a wreck of splinters, she thought she had had enough of houses made with hands, and she marched out into the storm, gathered her chicks under her in the open, and faced wind and rain undaunted with her little brood safe beneath her wings.

Towards noon the storm began to abate and we opened doors and crept out to view the devastation. Down the valley where the wind had swept in from the East, trees and shrubs were withered and blackened as if by a prairie fire. Some trees stood almost leafless; here and there a pine top was stripped of its needles as though they had been cut off with a knife. But next to a blackened, withered fame-of-the-forest, you might see a jolly "bottled-brush" looking as fresh as on a Spring day, utterly unconcerned at the past few hours' experiences. But almandas and hibiscus and Persian lilacs have suffered heavily, and many a eucalyptus tree lies snapped in two.

Outside the cove a piece of wreckage bobbed and swayed on the swell of the waves. The morning of Tuesday brought some sorry sights. Two junks came creeping past, with their main masts chopped down and only a few ragged sails to help them along. A man came ashore and reported that he was the sole survivor of fourteen and had spent eighteen hours in the sea clinging to a spar.

For the first time this summer the sea seemed a cruel monster, something to be shunned—at least for a time. Not so thought the fishermen. The waves still foamed high against the rocks at dawn the next day, but some little fishing boats were out again at work, and it was not long before a mahogany-brown fisher lad was up the path with a big fish for sale, lashing and plunging in captivity in the wooden pail upon his arm.

## THE GLOBE-TROTTERS AT THE STAR.

RUSSIAN BALALAIKA PLAYER'S BRILLIANCE.

A SPARKLING SHOW.

Dick Norton and his Globe-trotters opened their season at the Star Theatre on Saturday night and scored a distinct success. Since leaving Hongkong Mr. Norton has added to his company M. Dmitry Dimoff, a Russian balalaika player, Mr. Ralph Lynne and Miss Gladys Cathie. Each of them is a welcome acquisition.

With the exception perhaps of Dick Norton himself, whose wit is always original and laughter-evoking, the greatest success was that of the Russian player. An audience is the judge of an artist, it never tires of one who pleases, it quickly vents its disapproval if it is bored. M. Dimoff pleased his audience, thrilling every single member. He is a master of his instrument, the great music of the masters comes natural to him, he follows on from one to the other with no aid save that of his memory. As he played there was a hush, and as he finished a storm of applause broke out. The audience were in a mood to listen his balalaika all night. Truly, Dimoff is a great artist.

Dick Norton was never greater. In "The Midnight Train to Alabama" he kept the audience laughing throughout. He is a master comedian.

Mr. Ralph Lynne and Miss Gladys Cathie were at their best in dancing, and in a female impersonation the former brought the house down. Miss Billie Conway and Miss Peggy James were as usual well received, as was also Mr. Brooker, whilst Mr. Norris made a fine accompanist.

The Company added to their success at last night's entertainment. They are appearing again to-night, and to-morrow night there will be a complete change of programme.

## BIRTHDAY OF CONFUCIUS.

CELEBRATIONS IN HONGKONG.

YESTERDAY'S REJOICINGS.

Excepting Chinese New Year, perhaps no celebration is enjoyed so much by the young men and women of the Chinese community of Hongkong as the anniversary of the birthday of Confucius. The 2,477th anniversary was made a general festival by many yesterday, October 3rd, or the 27th day of the 8th moon.

On the eve of the King Sheng Tan, or the birthday of the Holy Confucius, practically every vernacular school of the Colony held "open house" and the entertainments do not cease until the next night, when a sumptuous feast is provided.

In addition to the illumination of school buildings at night and the display of British and Chinese national flags by the business houses, the Nam Pak Hong, the Wing On Kai, and other street committees decorated their premises with historic tableaux, and the exhibition of curios and ancient scrolls. Doll shows and Chinese orchestras added to the amusements provided for visitors.

There was a marked absence of the Kuomintang colour, the red flag with the Kuomintang insignia of a white sun mounted on blue ground at the upper left-hand corner, but every school put out a five-colour flag of the Chinese Republic.

The official celebration of the Confucian Association took place at the Taijping Theatre yesterday morning at 10.30 o'clock, one Chinese orchestra and one western band rendering appropriate music for the occasion. Many student-bodies, both boys and girls, and their parents, including a large number of ladies in European style of dress were present and the audience was exceptionally large, hundreds being unable to gain entrance.

The officers of the Association, including many of the leading Chinese merchants, were present on the platform to make obeisance before the image of the Great Teacher. All wore Chinese full dress, a black jacket over a silk gown of plain colour.

There were 14 items on the programme. The *Kortow* to the Great Teacher was preceded by the singing of the Chinese national anthem, the audience rising, but the western band, instead of the Chinese orchestra, provided the music.

Leading Chinese firms in the City made the Confucian Birthday a holiday. The Sincere Company and others decorated their shops for the occasion, and the manager of Wing On gave a dinner to his 400 or more *jakis*.

The Li Garden at Wanchai, the Ming Yuan at North Point, and several Chinese theatres in Hongkong were taken over by Chinese school pupils for celebration purposes. At the concerts given by these pupils exhibition of Chinese methods of boxing which are now regaining popularity in all parts of China, and Chinese dancing had a prominent place.

Many street committees in the Chinese business section of the City also held ceremonial worship, after which presents consisting of slices of roast pork with several pieces of bun were distributed.

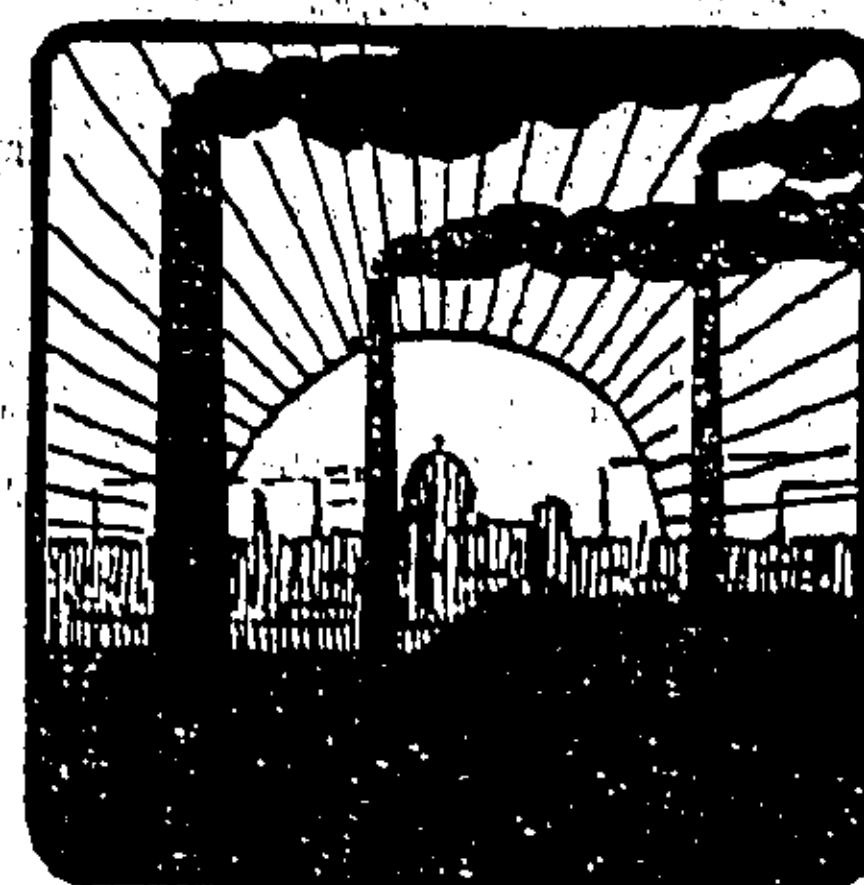
## OBITUARY.

THE HON. MR. J. E. TESSENHOEN.

After undergoing treatment for some weeks in the General Hospital, the Hon. Mr. J. E. Tessensohn, head of the Eurasian Community of Singapore, passed away yesterday, states the *Straits Times* of September 27th. He was universally respected, and his death will mean a particular loss to the community of which he was the head. He put in much useful work on behalf of his community as a member of the Municipal Commission, and, later, of the Legislative Council, when that body was increased in size. Quite recently his public activities were officially recognised by the Government upon him of the Order of the British Empire.

Mr. Tessensohn was born in Malacca in 1855, and was, therefore, 71 years of age when he died. He served in the shipping department of Messrs. Boustead & Co., Singapore, for about forty years, having joined them at an early age. He retired about five years ago, and went into business on his own account. He was a member of the Volunteer Corps in 1874-1875. As a result of his efforts, the present Eurasian Co. of S.V.C. was formed ten years ago. He was a member and official of various organisations in Singapore.

The funeral took place at Bidadari Cemetery last Monday morning and was very largely attended by a representative gathering. Numerous floral tributes were sent from all sections of the community, including wreaths from H. E. Sir Laurence and Lady Guillemard, Hon. Mr. Hayes Marriott and Mrs. Hayes Marriott, members of the Executive and Legislative Councils, various other leading residents of Singapore, and business firms, clubs, etc.

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## COL. CARMI THOMPSON.

SPECIAL U.S. INVESTIGATOR TO  
PHILIPPINES RETURNING  
HOME.TO MAKE BRIEF STAY IN  
SHANGHAI AND JAPAN.

Colonel Carmi A. Thompson, the special investigator for the President of the United States, who arrived in Manila on July 9th, is leaving Manila to-day for Shanghai, according to a news item in the *Manila Times*. He is leaving Manila the a.s. *President Jackson*, which is due to arrive in Hongkong on Wednesday, and will sail from here for Shanghai on Thursday afternoon.

Mrs. Thompson, Miss Grace Jones, the investigator's private secretary, Mr. James L. E. Jappe, his executive secretary, and Mr. Russel B. Porter, correspondent of the *New York Times*, will leave Manila with him.

After staying for a few days in Shanghai, the party will proceed to Yokohama on the a.s. *President McKinley*, and from there by the a.s. *President Jefferson*, scheduled to arrive in the latter port on November 19th.

Col. Thompson has been in Baguio collecting and compiling the data he has obtained on conditions in the Philippines, and preparing his report to the President.

Mr. Paul Wright, correspondent of the *Chicago Daily News* with the Thompson mission to the Philippines, sailed last week for China on the *President Madison*, accompanied by his wife.

## ANOTHER PIRACY REPORTED.

PASSENGER JUNK WITH VALUABLE  
CARGO VICTIMISED.

A report reached Hongkong late on Saturday night to the effect that another piracy had been carried out. From the report it appears that the piracy was carried out in the early hours of Saturday morning in the vicinity of Tai Shek barrier, a large passenger junk with a number of travellers and valuable cargo on board being the prey of the pirates.

It is stated that the piracy was carried out by a large steam launch with one mast and a large funnel, the hull being painted blue or grey.

When last seen, the launch and the captured junk were proceeding in the direction of Kongmoon.

A report became current that H.M.S. *Faulkner* had set out in search of the junk and the pirate launch, but on enquiry from the Naval authorities yesterday we were informed that while it was correct that H.M.S. *Faulkner* had left for Canton, she was engaged in convoy duties. She was not due to arrive at Canton until yesterday morning, and no instructions had been given her to proceed in search of the pirate craft or junk. We were informed that the patrol would naturally keep a look-out for the craft concerned in the ordinary course of their duties, but so far as could be gathered, no special instructions had been issued to any particular British gunboat to take up the search.

The local police have received no report of the occurrence, and it cannot be ascertained whether the pirated junk is a local vessel or not. No further particulars were available up to last night regarding her passengers, her cargo or what has actually occurred. It is probable that by now the junk has been taken into some creek and concealed, the cargo looted and the passengers robbed.

It is possible that the local Naval authorities will receive a further report to-day regarding the incident.

## SEPTEMBER RAINFALL.

Following is the record in inches of rainfall during September, as registered at the Botanic Gardens:—

|                                                |
|------------------------------------------------|
| 1st, .33; 3rd, .11; 5th, .02; 6th, .03;        |
| 8th, .03; 12th, 1.41; 13th, 2.07; 14th, 0.1;   |
| 18th, 1.63; 17th, .22; 20th, 2.17; 21st, 1.96; |
| 24th, .11; 28th, 1.56; 27th, 1.12; 28th, .13;  |
| 29th, 2.40; 30th, 2.52.                        |

Total: 17.82.

MORE TYPHOON  
VICTIMS.JUNK SURVIVORS REACH CHEUNG  
CHAU.MANY MEMBERS OF CREWS  
DROWNED.

More victims of the typhoon of last week have returned to tell a tale of woe, distress and disaster. Reports came to hand yesterday from the police station at Cheung Chau of survivors of two junks who have reached there and made a report of their sufferings during the typhoon.

In one case the wife of the master of a Hongkong junk reported that the junk, which had a crew all told of twenty, including herself and her husband, was wrecked while sailing off Sai Mei in Chinese waters. She and her husband clung to a sail, which broke away from the junk, for a considerable time, but her husband eventually lost his hold and was drowned. She continued to cling for a day to the sail, and was eventually washed ashore on a Chinese island and cared for by a Chinese there, until the seas abated sufficiently for her to reach Cheung Chau. The remaining eighteen of the crew she cannot account for, but believes them to be drowned, as they were in the hold of the junk when last seen.

In the other case, there was a crew of 33 on board the junk, of which number thirteen are still missing. This junk was sailing off Lin Tin in Chinese territory, when it capsized. The survivors were washed ashore on the same island as the woman mentioned in the case above. They were cared for by the same Chinese, but were unable to report to Cheung Chau until this week-end owing to the high seas running.

They think that the thirteen missing members of the crew, which included some women, may have been picked up, as when last seen they were hanging to an overturned dinghy.

## THE LATE MR. JAMES OXBERRY.

"THE FATHER OF BUFFALOESM"  
IN FAR EAST.R.A.O.B. MEMORIAL TO BE  
UNVEILED.

A memorial tablet to the memory of the late Mr. James Oxberry, "The Father of Buffaloesm in the Far East," who died last year, is to be unveiled at the R.A.O.B. Institute, Duddell Street, on the occasion of an "Open Night" to be held there next Thursday evening.

The late Mr. Oxberry, or "Sir" James Oxberry, as he was known to the local Buffaloes, he having attained the highest rank in the Order of Knight (and there is in existence the "Sir James Oxberry Lodge," named after him), was practically the founder of Buffaloesm in the Far East. He worked hard in the interest of the Order and was responsible for starting it in Hongkong. He also did much toward promoting the R.A.O.B. Institute, but, unfortunately, he died about two months before it was opened.

The memorial tablet sets forth in simple terms the fact of the late Mr. Oxberry's interest and work for the Order, and describes him as "The Father of Buffaloesm in the Far East." There is also a suitable inscription on the tablet.

The unveiling ceremony will be followed by a concert, which is being arranged by Mr. Jack Greenham.



## CANTON POLICE ASSERT THEMSELVES.

BEGIN TO SEARCH UNIFORMED PICKETS.

CHINESE HOTEL LAUNCHES NOW MEET BRITISH STEAMERS.

## STRIKERS' RESOLUTIONS.

There has been no official proclamation issued regarding the termination of the boycott, but all the week-end reports from Canton point in the same direction. Arrangements are apparently being made on all sides to bring about some change in the present method of procedure, but whether the boycott will be entirely lifted and the merchants allowed perfect freedom to trade with whomsoever they wish still remains a matter of speculation.

As will be seen below the "strikers" at a meeting attended by more than 700, have passed a number of resolutions on the subject. It was apparently accepted that river traffic in the future would not be interfered with by the pickets but it was agreed that the workers should still continue to exercise the power of the boycott and it seemed to be generally understood that they would have the "indirect, unofficial but nevertheless, loyal" support of the Kuomintang. This may mean nothing at all, or possibly it is simply a method of letting the pickets organize down gently. It is to be hoped that it is so for in that case the trade prospects are fairly bright. On the other hand if it signifies that "the strikers" are to continue, by more or less underhand methods, the work in which they have been engaged for the past fifteen months there will probably be not much improvement in the situation generally.

## RIVER STEAMERS.

Rumours that additional boats were to be put on the Canton run and that all were to go alongside the wharves have been so strong among the Chinese, and so many enquiries have been made, that it has been considered necessary to post bills in Chinese on the Praya giving the facts. These notices state, in effect, that the boycott has not yet been officially ended and that there is no truth in the statement that steamers intend, at present, to go alongside the wharves in Canton. The report that the compradors have again taken charge of the Chinese passenger traffic is denied. (In normal times the passenger traffic is "farmed" by compradors but now the Chinese take their tickets direct from the Company's representatives.) It is unlikely that the boats will go to the Canton wharves until a proclamation ending the boycott has been issued, but in the meantime the Companies are doing everything they can to meet the convenience of Chinese travellers. There are thousands of Chinese, wishing to go to and from Canton, who have delayed their trip until normal conditions are restored.

## PICKETS SEARCHED BY CANTON POLICE.

A Shamen correspondent writing on Saturday says:—

"I took a stroll through the City to see how things were going. When coming from the Bund, near the Sun Company, I saw armed policemen searching people at the landing stage. Even pickets in uniform were being searched so it seems that the police have at last asserted themselves.

Whilst talking to a friend a few yards from the French Gate I noticed a young Chinese in ordinary dress closely watching Chinese coming out from Shamen. He looked like someone on duty and my friend said he knew him as a picket who had formerly worn uniform. No foreigners now are ever challenged.

I hear that M. Karakhan accompanied by M. Dossor—the "stormy petrel"—is coming to Canton by the s.s. *Sandviken*. The boat is not in yet.

The French Missionaries in the City state that their property around the Catholic Church is still in possession of the strikers. When the strikers were asked when they would be leaving they replied that they did not know but that they would be there for some time yet.

The Canton newspapers state that the British and French Consuls held a meeting and decided to open the Shamen Gates on October 10th. The *Kwok H'a Po* says: "Reliable information from Shamen states that the British and French Consuls held a meeting on September 30th regarding the opening of the Shamen gates and restarting communications. It has now been decided to open the gates completely on October 10th." This item of news is entirely untrue and very misleading. Since the pickets left off harassing foreigners at the gates, the side entrances have always been open for respectable Chinese to enter, and they are allowed to pass without question. Only undesirable characters are kept out. Few of the Chinese of the better class, however, go to Shamen as they still fear molestation in some form or another from their own countrymen.

## COAST BOATS.

The s.s. *Cheongshing*, of the Indo-China S.N. Company, which was due to leave Canton yesterday has delayed her departure. When she leaves it is expected that the *Fooking* another of the Company's boat, will take her place on the berth.

## CANTON ITEMS.

PROBABLE RELEASE OF MR. WU TE CHEN.

## TRAINING THE YOUNG.

[FROM OUR CHINESE CORRESPONDENT.]

Since the arrival of Madame Sun Yat Sen in Canton, Mr. Sun Fo has been working with Madame Sun to secure the release on parole of Mr. Wu Te Chen, the former Canton Chief of Police. It is regarded as likely that the Kuomintang Political Council will agree to the suggestion to release Mr. Wu on certain conditions.

The Canton Police have again reiterated their order forbidding pickets of labour unions to arrest and detain persons charged with having violated union rules. For more than a year the Kuomintang have allowed the labour unions in Canton to assert authority in this way. The present action of the Police is another in

dication of a change of policy in the party.

Mr. Chen Te Shan, a brother of Mrs. Sun Fo, has been recommended by Mr. Sun Fo, in his capacity of Chief Commissioner of the Canton Municipality, to be the Superintendent of the Canton Telephone Exchange. The reports current in Canton the last few days were that Mr. Sun was to recommend Mrs. Sun Fo for the post and had applied to M. Borodin, the Soviet High Commissioner in Canton, for advice.

The Kuomintang Municipal School Superintendent in Canton, with the co-operation of the Youths' Department of the Party, is to organize a special commission to interest the school children in party politics and doctrines. For this purpose, a training class of leaders will be organized and the pupils of the schools are asked to form a pupils' alliance to receive instruction from the Kuomintang leaders. Mr. Chen Kie Woon, sometime Canton Municipal Treasurer, has been approved by M. Borodin, Kuomintang adviser, as chairman of the commission to interest the school children in Kuomintang activities and teachings.

## REASONS FOR CHANGE OF POLICY.

A CHINESE POINT OF VIEW.

## PASSENGER TRAFFIC.

CANTON HOTELS SEND LAUNCHES TO MEET BRITISH BOATS.

A Chinese correspondent writes: The Kuomintang reasons for desiring to end the picket system of interfering with traffic between Hongkong and Canton, and substituting for it an economic boycott alone, appear to be very simple. It is alleged that the British Government has threatened war with China, especially South China, and has procured an assurance from the United States and Japan that they would remain neutral in case war broke out. It is known that the British Authorities are sending additional gunboats to South China waters. Moreover, all the people in Kwangtung, with the exception of the members of the Kuomintang, hate the pickets, and the people are no longer in sympathy with the Strike Committee.

It is realised in Canton that the strike pickets, who have not been assured of future jobs, will probably continue to agitate against the resumption of traffic with Hongkong, but merchants are paying very little attention to the movement initiated by the committee formed "to sever economic relationship with Great Britain."

The Canton Police have just issued a notice stating that they have been advised that certain persons have instigated some unemployed workers to molest foreigners on the West Bund and Shakes Road with a view to stirring up ill-feeling against foreigners and with the object of making a termination of the strike impossible. It is ordered that these trouble-makers shall be arrested.

The Kuomintang in Canton have been advised that a certain high military official in Yunnan will revolt against his present superior, General Tang Chi Yao, Tupan of Yunnan, and that Tai Li in Yunnan will probably come into the hands of the rebels. The Kuomintang is likely to assist the rebels against General Tang Chi Yao, who is an "anti-Red."

Professor Koo Man Yu, formerly of Peking University, now Chief of the Propaganda Division of the Kuomintang, has tendered his resignation, because he has been attacked by a certain section of the Kuomintang and called a "Red."

The Kuomintang Foreign Office in Canton has added to its staff a Mr. Ko Shing Yuen, who will be a senior secretary.

Mr. Tai Tien Tso, president-designate of the Kwangtung University, has arrived at Canton on a short visit. He will not accept the position to which he has been appointed.

For the first time in many months, the Chinese hotels in Canton have now begun to send launches again to meet incoming Hongkong British steamers. Among the launches seen was one from Nam Yuan Hotel last Saturday.

## ATTITUDE OF THE WORKERS.

THEIR AGREEMENT WITH THE CHANGED POLICY.

"WISE IN THE CIRCUMSTANCES."

## EIGHT RESOLUTIONS.

[FROM OUR CHINESE CORRESPONDENT.]

The 160th meeting of the delegates of the strikers, attended by more than 700 workers, which was held in the Canton Educational Association auditorium, passed a number of resolutions concerned with the coming restoration of Canton-Hongkong traffic.

The meeting was presided over, in turn, by Tang Ping, Yik Kum, Lau Chi, Chan Yat Shing, and Soo Shoon Shan and addressed by Kom Nei Kwang, representing the Central Executive Committee of the Kuomintang; Tang Chung Hsia, representing the Chinese National Labour Union; and Soo Shiu Ching, chairman of the Strike Committee.

While it was agreed that traffic would be restored and no longer subjected to interference by the old picketing methods, the workers decided to continue to exercise the power of boycott and the Kuomintang, it was generally understood, would give them its indirect, unofficial, but nevertheless, loyal support and influence.

(Continued on next Column.)

## NEWS FROM SWATOW.

SAME OLD BOYCOTT.

## MILITARY ACTIVITIES.

MOTOR LAUNCHES COMMANDER-ED AT CHAOCHOWFU.

[FROM OUR OWN CORRESPONDENT.]

Swatow, October 1st.

We seem to have heard, or was it only a rumour, that the boycott was to end on October 1st. Yet here we are, the great day has arrived—and what! Same old pickets, same old boycott, same old strike—same old war! As I said before "seeing is believing" and don't put your money on the Canton pony.

[Our correspondent is a little premature. It was stated that the boycott would be terminated on October 10th, and, perhaps at the end of September.—Ed., H.K.D.P.]

## "Aunt Red."

It is reported that hostilities actually began between this side and the other side on the morning of September 21st at Fong Lung. On the night of September 22nd about 50 wounded "Red" soldiers were brought down to the military hospital in Chaochowfu.

The next day both sides launched a general attack, the result of which is unknown at the time of writing. As the military authorities here are talking of sending the pickets up to Chaochowfu as reinforcements the presumption is that the "Reds" have been worsted. No general in his right mind, however, would dream of making soldiers out of the cowardly bunch of rabbits who style themselves the Strike Picket Corps.

Senior police officials have become very nervous and have deserted and locked their houses, and, taken refuge (from what I know not) in the homes of friends and relatives. All motor launches plying between Chaochowfu and upriver towns have been commandeered by the Reds; so also has the Telephone Service between Swatow and Chaochowfu.

Swatow is said to be seething with returned adherents of Chan Kwing Ming and Lau Chi Luk. They are apparently awaiting "der Tag." A rumour was current in Chinese circles yesterday that Sun Chuan Fang had ousted the Cantonese from Changsha: the news, as a Chinese friend put it to me, "causing the local Reds to feel tummy-ache."

The resolutions confirming the changed methods of the anti-British boycott were as follow:

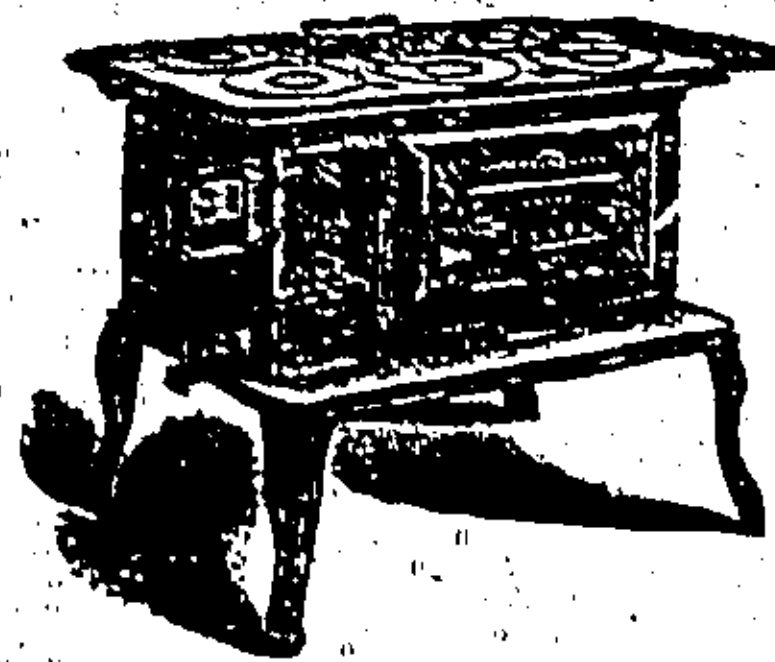
1. To promote and strengthen the power and influence of the revolutionary movement, the old method of blockade is to be abolished and the Canton-Hongkong traffic is to be permitted again.
2. The workers approve the surtaxes on Customs duties as proposed by the Kuomintang and would like to see them put into effect early. At the same time they request that all the proceeds from these surtaxes shall be set aside for the benefit of the strikers and not used for any other purpose.
3. All the organizations such as the Strike Committee, the Strikers' Delegate Conference, the Pickets, and other Canton-Hongkong Strikers' associations and clubs shall be allowed to exist as heretofore.
4. All those strikers unable to seek for employment, or having left the city to search for work have failed to find it and have returned, shall be cared for as they were before the change of policy in the boycott and the method of enforcing it.
5. The Kuomintang is requested to direct the financial authorities in Canton to continue to be responsible for the financial subsidy and support, as hitherto, of the workers on strike.
6. The Kuomintang is to be requested to hasten its Whampoa Development project and to resume as quickly as possible all former Kwangtung industries and to promote new enterprises so as to afford work to the strikers and to give strikers preference whenever workers are needed.
7. Efforts should be made by the workers to unite with other classes and professions in order to plan for certain action (boycott movement) and the Kuomintang should be urged to support this movement.
8. This new policy is believed by the workers to be wise in the present circumstances in which the revolutionary cause is being carried on.

The Strike Committee is now completing a new list of strikers who are still idle. The re-registration of the unemployed has been going on for some time, and it is expected by October 11th or 12th that the exact number of those still requiring the Kuomintang dole will be known.

A suggestion is being made to re-organize the present strike pickets into a sort of preventive or secret service unit, on the one hand to ensure payment of the surtaxes, and to enforce the anti-British movement and on the other hand, to detect and prevent "anti-Red" or "counter-revolutionary" activities.

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THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, the 15th OCTOBER, 1926, at 5.30 P.M. AND NOTICE IS HEREBY GIVEN that on FRIDAY, the 15th DAY OF OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION OF ONE HUNDRED (100) DEBENTURES will be held.

The Numbers of the Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurers within the 6 Months Notice to which they are entitled, apply on the 31st OCTOBER, 1926, to the TREASURERS, Messrs. PEARCE, SMITH & FLEMING, for Payment of the Principal and Interest to be 31st OCTOBER, 1926.

By Order of the Committee,  
J. D. HUMPHREYS,  
Hon. Secretary.

4020]

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THE Public is hereby informed that Mr. ROBERT JOHN HALL is no longer connected with our Company as from the 4th INSTANT, and that the Power of Attorney held by him is withdrawn.

4021]

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[4012]

## G. R.

## NOTICE.

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THE Institute will RE-OPEN on MONDAY, OCTOBER 4th. Students joining Classes held at QUEEN'S COLLEGE will be Enrolled at the EDUCATION DEPARTMENT only. Those joining Classes held at the CENTRAL BRITISH SCHOOL, Kowloon, may be Enrolled at that School.

Entry Forms may be obtained at the EDUCATION DEPARTMENT or the CENTRAL BRITISH SCHOOL.  
Hongkong, 1st October, 1926. [4009]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 65 of the Probates Ordinance, 1897 (No. 2 of 1897), made An Order Limiting the Time for Sending in Claims to or Against the above Estate to the 25th DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Underigned by the above Date.

Dated this 1st day of October, 1926.  
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4011]

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The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.

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## DEATH.

WILSON.—On September 27th, at the Victoria Nursing Home, Shanghai, Mrs. H. WILSON, aged 54 years.

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The Daily Press.

HONGKONG, OCTOBER 4TH, 1926.

## THE BOYCOTT TERMINATION.

Two items of news from Canton yesterday were of particular interest: The Canton police have been searching strike pickets in uniform. For the first time for many months a Canton hotel on Saturday sent its launch to meet a British vessel. These items of information may not seem of great importance in themselves, but they surely show which way the wind is blowing. There is certainly going to be very shortly a marked change in boycott procedure, and the pickets are not going to be as obtrusive as before, but whether the boycott is going to be lifted entirely and perfect freedom of trade guaranteed by the Kuomintang Government is a question to which no one can give a definite answer at the moment. The hope of brighter prospects lies in this fact. A change is imminent and any change, whatever it may be, must almost certainly be an improvement upon the conditions of the past twelve months.

As will be seen from the report, of a meeting, published in to-day's paper, the strikers have become reconciled to a policy of non-interference with river traffic, but they appear to cherish a hope that they will be able to maintain a boycott of British goods in some other way, helped by the "indirect and unofficial" support of the Kuomintang party. Of course, if these people are able by underhand means to keep the Cantonese merchants in such a state of terror that they will refrain from buying or selling British goods or shipping by British steamers for fear of personal

injury, there will be no immediate improvement in British trade in South China. But this appears to be an unnecessarily pessimistic view of the situation. The pickets have done their utmost since the boycott was declared to interrupt British business, but business has been done. Under the conditions now foreshadowed they may still do some harm but they will not be as free as before and, as a consequence, their power for mischief must to some extent be curtailed.

Thursday's Canton Gazette devoted a considerable portion of its space to the publication of the Memorandum, "outlining the proposals of the British Delegation to the Tariff Revision Conference in Peking on the matter of compensation in lieu of Ekin." It stated that in view of the Canton Government's intention to levy a special consumption tax on imports and luxuries as well as a Production tax on exports, for the primary object of facilitating the anti-British Strike, and which would serve as a preliminary to the abolition of Ekin, the Government had decided to make this Memorandum public. We cannot see how the Memorandum affects Canton's case one way or the other. Everyone knows that the Washington surtaxes were to be approved by the Treaty Powers under certain conditions. Those conditions have not been complied with and the Tariff Revision Conference has yielded no definite result. Now the Canton Government says, in effect, that they are going to impose these surtaxes and to take the proceeds part of which presumably will be devoted to paying compensation to strikers. If that is their policy they should carry it out and see what happens. Possibly nothing may happen at all. At any rate, as we have pointed out before, it is not Great Britain's concern only. If the Powers decide to protest they will do so in their own good time and Canton will have to answer to them. The publication of an official memorandum drawn up to meet an entirely different set of circumstances has certainly no bearing upon the question now at issue. The only stipulation we would make is that the Canton Government will not at this stage insist that the surtaxes shall be collected for them by the Maritime Customs. They know that is an impossibility and if the termination of the boycott is contingent upon such a procedure it would have been better if the word termination had never been officially mentioned. If the taxes are going to be collected the Canton Government should start upon the task of collecting them themselves without any further beating about the bush.

The matcheds at the Easna bathing beach were badly damaged by the recent typhoon.

Messrs. Pearson, Mackie & Co. have been appointed auditors under the Companies Ordinances.

There is to be a meeting of the Sanitary Board to-morrow afternoon. The agenda contains no items of public interest.

The annual Licensing Sessions for hotel and restaurant keepers are to be held in the Council Chamber at noon on November 3th.

H.E. the Governor has appointed Mr. John Watson to act as Secretary to the Sanitary Board, during the absence on leave of Mr. N. L. Smith.

One of the house "boys" at 104, the Peak, has reported that money and clothing to the value of \$175, has been stolen from a rattan basket in the servants' quarters.

H.E. the Governor has appointed Mr. R. A. D. Forrest to act as head of the Sanitary Department, and Registrar of Births and Deaths, during the absence on leave of Mr. N. L. Smith.

A first dividend of \$8 under the Bankruptcy Ordinance, has been declared in the matter of Leung Cho Kwan, alias Leung Cheuk Kwan, of Messrs. Hoi Fung Hong, 71, Connaught Road West.

A Children's Flower Service was held at St. John's Cathedral yesterday morning, prior to matins, and the Bishop of Victoria (the Rt. Rev. C. R. Duppuy) delivered an appropriate address to the young people.

H.M. the King has not been advised to exercise his power of disallowance with respect to the following Ordinance: Ordinance No. 8 of 1926, An Ordinance to authorise the Bank of Canton, Ltd., to convert its gold capital into silver.

It is announced in the "Monthly Messenger" of St. Andrew's Church, Kowloon, that the Rev. W. Walton Rogers, M.A., has accepted the invitation of the Vestry to fill the vacancy caused by the Rev. G. E. Arrowsmith's departure.

Tenders are being invited for the construction of a 60-foot width of roadway for a length of about 300 feet on the east side of Inland Lot No. 2416, North Point; including drainage and any other necessary work which may arise in connection therewith.

Wong Kaa Yan, a contractor, has reported to the police that \$800 was stolen from his belt pouch whilst he was lying asleep at his club in Des Voeux Road, after smoking opium. Two habitues of the place are being held in custody for examination.

The body of a Chinese male was noticed by a passer-by on Saturday afternoon in the alley way between Wm. Powell, Ltd., and Lane, Crawford, Ltd. The police were notified and the body was removed to the mortuary; death being attributed to natural causes.

The night fête arranged for Saturday evening at the Victoria Recreation Club was postponed on account of the inclemency of the weather. It is likely that it will be held next Saturday evening on the occasion of the conclusion of the annual aquatic events.

In connection with the recent burglary at a pawnshop near the Central Market, three Chinese have been arrested and will be charged before the Magistrate to-day. Part of the stolen property, which consisted of money and jewellery amounting to \$10,000, has been recovered.

H.E. the Governor has given his assent, in the name and on behalf of H.M. the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 13 of 1926, An Ordinance to charge a certain loan upon the general revenue and assets of the Colony of Hongkong.

Among passengers departing by the s.s. *Kashgar* on Saturday were Mr. and Mrs. A. H. Compton, Mr. W. W. Anderson, Mr. W. H. Edmonds, Mr. J. Barbour, Mr. and Mrs. H. J. Millington, Lieut. Comdr. C. H. Nicholson, Capt. R. S. Macfarlane, R.N., and Mr. A. da Rosa.

At the Kowloon Golf Club on Saturday a ball, driven from the second tee, struck a caddy in the forehead with such force that he was knocked insensible. First aid was rendered on the spot. The boy was subsequently removed to Hospital, where his condition is reported to be favourable.

The return of the Government Analyst of samples examined under "the Sale of Food and Drug Ordinance, 1896," for the quarter ended September 30th, shows that during this period 139 samples were analysed. All were genuine, excepting three samples of mustard, two of vinegar and two of tincture of iodine.

The annual general meeting of the Hongkong Cricket Club will be held at the Pavilion on Friday, October 15th. Immediately following, there will be a drawing for the redemption of 100 debentures. The number of debentures drawn will be published in the *Government Gazette* and the local newspapers.

It is notified that, at the expiration of three months from date, the On Wo Shipping Company, Limited, the Chai Ying Land Investment Company, Limited, and the Grand Central Trust Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

The V.D.A. propose to have an "At Home" at the Helena May Institute, on Monday, November 15th, at 4.30 p.m., to illustrate social and medical work in the Diocese. The speakers will be: Miss George on "Country and Rescue Work" and Miss Shiu on "Industrial Conditions in China." It is hoped to have a third speaker on work amongst lepers. The girls of the Blind Home, Kowloon, will sing.

It is stated in *St. Peter's Church Notes* that about 200 young men intend joining the Young Men's Club which is being formed in connection with that Church. It is hoped to hold the inaugural meeting about the third week in October but a definite date has not yet been fixed. So far an orchestra and a Servers' Guild have been formed, while Sunday School classes and study circles are in process of formation. Persons interested in the proposed Club met on Friday, at the Cathedral Hall to consider the constitution of the Club and also to discuss the question of its equipment.

It is stated in *St. John's Cathedral Notes* that the Church Council met on September 24th and considered a number of reports which had been drawn up and circulated on the following subjects:—On Youth, on St. Peter's Church, on Education, on the O.E.M.S., on the Chinese Community, on Commercial Life, on the Navy, on Missions. It is hoped that a series of lectures on Chinese literature and culture may be arranged during the winter and that a number of social gatherings may be held. Mr. B. C. Randall, junior, representing St. Peter's Church, was co-opted on to the council.

## THE "KAU SING'S" RESCUE TRIP.

NO TYPHOON VICTIMS FOUND.

## TUG RETURNS TO HONGKONG.

The Government rescue tug, *Kau Sing*, which, as reported in Saturday's *Daily Press*, set out in the early hours of Saturday morning on an extensive cruise over a radius of 150 miles in search of survivors from wrecked junks as a result of the typhoon, returned to Hongkong in the early hours of yesterday morning.

The *Kau Sing* carried out a search for typhoon victims in the Chinese waters to the South of Macao, and also visited Lantau and St. John's Island. Her search, however, proved fruitless, no survivors being found, although floating wreckage was passed.

## LOCAL WEDDING.

## CEREMONY AT THE CATHEDRAL.

## AUSTEN-SUCKLING.

St. John's Cathedral was the scene of a pretty wedding on Saturday afternoon, the parties being—Winifred Suckling, daughter of Mr. and Mrs. Suckling, of Walthamstow, London, and Percy J. Austin, of the Chinese Maritime Customs.

The Rev. H. Copley Moyle officiated, and Mr. F. Mason presided at the organ. The bride, who was given away by Mr. J. Wiltshire, was attired in a white crêpe de chine dress with French crêpe lace and orange blossom, veil and orange blossom and carried a white prayer book.

Miss D. Wiltshire, the chief bridesmaid, wore a mauve crêpe de chine dress with silver lace shoes and stockings to match. The Misses Elsie and Florence Wiltshire, other bridesmaids, wore apricot satin dresses with hats to match, and Miss Alice Dedcar, the flower girl, a pale blue satin dress with wreath of pale blue flowers and silver lace.

Master Willie Robertson attended the bride as page. Mrs. J. Wiltshire, matron of honour, was attired in a beige crêpe de chine georgette dress with sleeves, hat, shoes and stockings to match.

Mr. George (Paddy) Flynn, of the Chinese Maritime Customs, Lappa, was "best man" and Mr. J. Davidson, also of the Chinese Maritime Customs, was groomsmen.

A reception was held at B. fiat, married quarters, Victoria Gaol, prior to the bride and bridegroom leaving for their honeymoon.

The bride's travelling dress was a beige two piece suit, of morocain and French repp, with hat, shoes, and stockings to match.

The bridegroom's gift to the bride was a silver dressing table set.

While an Indian chauffeur was driving the motor-car of Mr. J. Arnold of the Hongkong-Canton and Mienso Steamboat Company, in Connaught Road Central, yesterday morning, a number of Chinese ran across the road in front of the car, which struck one of them, a man aged 39. The man received a compound fracture to one of his legs, and was removed to the Government Civil Hospital.

Two separate premises in Ice House Street were visited by a thief in the early hours of yesterday morning. The thief appears to have first entered No. 32, first floor, and stolen \$78 from a coat pocket; then to have visited the first floor of No. 34 and stolen \$19.50 from the pockets of clothing of a Chinese sleeping there. In each instance, the verandah doors had been left open, and this was evidently the means by which the thief made his entry and exit.

Mr. K. A. Seth, who has joined the firm of Messrs. Sison and Delay, Singapore, with which firm is father, Mr. E. L. Seth, who is managing clerk, has been connected for more than thirty years, has been admitted to the Bar of the Straits Settlements.

Mr. Seth's father joined the firm when it was started by Mr. A. J. Sison and Mr. J. A. Delay in 1897, at a time when Mr. Donaldson, Mr. Birkinshaw, and Mr. Napier, among other well-known lawyers of the past, were practising there. Mr. K. A. Seth was educated at St. Joseph's, Singapore.

One of the oldest and most respected members of the marine engineer profession in Shanghai, Mr. James Stewart, died suddenly, from heart failure, on September 23rd. Mr. Stewart was 52 years of age, and received his early training at the famous Denny works, Dumbarton. He came to Shanghai 30 years ago, and became associated with the China Merchants S.N. Navigation Co. immediately on his arrival. He remained in the company's service until his death. His last appointment was as Chief Engineer of the s.s. *Hainan*. Mr. Stewart was unmarried. He was a brother of Mr. A. C. Stewart in Shanghai, and had also two nephews there, Mr. W. Macdonald and Mr. J. Hood. The funeral took place at the Pansienjiao Cemetery on September 24th, the pall bearers being Captain Mackinnon, Mr. Gavin Wallace, Captain Mahon, Mr. N. Ling, Mr. Beveridge and Mr. W. Macdonald.



## APPALLING AEROPLANE DISASTER IN ENGLAND.

FRENCH MACHINE CATCHES FIRE  
AND CRASHES.

ALL ON BOARD KILLED.

[THROUGH REUTER'S AGENCY.]

LONDON, October 3rd.

A French passenger aeroplane, flying towards Croydon, caught fire and crashed at Penshurst, Kent. Five passengers, the pilot and mechanic were incinerated.

The aeroplane crashed into a field adjoining a farm and turned turtle. The farm hands rushed forward, but were unable to effect a rescue, owing to the flames.

The machine was a four-engined Blériot similar to that which crashed at Lympe in August. It left Le Bourget at one o'clock with passengers, two men and three women, all of whom are believed to be British.

## REPARATION COMMISSION.

SECRETARY-GENERAL RE  
APPOINTED.

PARIS, October 3rd.

Mr. Sydney Armitage Smith has been re-appointed Secretary-General of the Reparation Commission.

## BRITISH EMPIRE.

LOYALTY TO THE MOTHER  
COUNTRY.

MARSEILLES, October 2nd.

Interviewed by Reuter on his arrival en route to Britain to attend the Imperial Conference Mr. S. M. Bruce, Australian Prime Minister, declared that he knew nothing of any separatist movement. All the Dominions and Colonies were deeply attached to the Empire, but traditional attachment did not prevent a claim to a larger degree of autonomy within the framework of the Empire.

He said that the Australians, like the Canadians, desired and asked for increasing freedom to be left to organise their own institutions in their own way without, however, departing from their loyalty to the Empire.

He stated that the Imperial Conference would discuss the important question of Empire relations and probably also naval and military matters.

[BRITISH WIRELESS SERVICE.]

## BRITISH GUIANA.

COMMISSION TO STUDY  
DEVELOPMENT.

ROUEN, October 1st.

The Secretary for the Colonies has appointed a Parliamentary Commission, consisting of Mr. Roy Wilson and Mr. Snell, Members of Parliament, with Mr. Sedgwick, of the Colonial Office as Secretary, to visit British Guiana.

The Commission will consider and report on the economic condition of Colony, the causes which have hitherto retarded and the measures which could be taken to promote development; as well as any facts which they may consider to have a bearing on the above matter.

The Commissioners are proceeding to British Guiana about the middle of October.

## FUNDS FOR NEEDY SEAMEN.

£200,000 UNDER WILL OF LORD  
INVERCLYDE.

ROUEN, October 2nd.

Needy seamen of the British Empire and America are to benefit to the extent of two hundred thousand pounds under the will of Lord Inverclyde, former Chairman of the Cunard Line, who died in 1903.

Lady Inverclyde, to whom the whole fortune was bequeathed under the will found at the time of her husband's death, subsequently found a will of later date. She then became entitled merely to the sum of twenty thousand pounds and life rent interest in the balance. This balance of two hundred thousand pounds is now available, owing to her death two years ago, for sailors and their families, who have fallen on bad times.

## SUMMER TIME ENDED.

ROUEN, October 2nd.

Summer time ends at three o'clock to-morrow (Sunday) morning, when the clocks will be put back one hour to Greenwich mean time.

[REUTER'S AMERICAN SERVICE.]

## THE DAUGHERTY CASE.

SENSATIONAL DEVELOPMENT.

NEW YORK, October 2nd.

An important development has occurred in the trial of Daugherty, the ex-Attorney-General. Senator Goff, who had charge of the alien property under Daugherty when the seven million dollars claim was paid, to-day appeared as a witness for the defence. He took entire responsibility for the transaction, declaring that he never took up the matter with his chief.

## THE YANGTSE.

WUCHANG SCORNS PEACE  
OVERTURES.

NEGOTIATIONS NOW APPARENTLY  
BROKEN DOWN.

[THROUGH REUTER'S AGENCY.]

HANKOW, October 2nd.

The Wuchang negotiations would appear now to have definitely broken down.

Peace delegates from Hankow made a third attempt yesterday to approach the city from the river by launch, but meeting with such a hot fusillade, despite their white flags, they were forced hurriedly to retire.

PEKING, October 2nd.

The landing of part of General Sun Chuan Fang's force at Tayeh is shown in later despatches to have been a strategic move which surprised the Southerners and interfered seriously with their lines of communication between Changsha, Nanchang, and Hanyang.

Southern peace missions seeking armistice terms, it is stated, are arriving at General Sun's headquarters.

The latter appears to be inclined to insist on the evacuation of Kiangsi by the Southerners and raising the siege of Wuchang as the first requisites to any discussion.

The Southerners, on the other hand, though evidently prepared to withdraw from Kiangsi, are said to be insisting in other respects that the present status must be maintained.

It is reported from Hankow that the *Ying*, an American steamer belonging to the Yangtze Rapids Company, was commandeered at Kweichowfu and compelled to transport troops to a point two miles above Ichang.

In view of the situation at Ichang, where it appears likely that resistance will be offered to the landing of General Yang Sen's troops, the American naval authorities have requested a temporary suspension of American sailings to Ichang and Chungking.

## MISSIONARIES FLIGHT IN SIANFU.

PEKING, October 2nd.

What amounts to an S.O.S. message on behalf of missionaries who for months past have been pent up in Sianfu, the beleaguered capital of Shensi, has reached the American Legation here from a foreigner named England who, telegraphing from Liu Chen Hua's headquarters at Shilipu, stated that the situation is critical, and the Americans in Sianfu are ready to evacuate.

A later message from the same source described the position as desperate. It stated that foreigners who were being detained within the Legation informed England that two British missionaries—Wheeler and Wyatt—left Peking on September 18th for Sianfu via Taiyuanfu with the object of rendering assistance to the British and other missionaries. They expected to reach their destination shortly. Meanwhile the Legation telegraphed to the naval Commanders requesting them to afford American missionaries every facility to withdraw from the city.

All the Americans in Wuchang are safe and well according to a message to the Legation from Bishop Gilman of Hankow. He added that up to September 29th none had suffered privation. American property is but slightly damaged.

## THE RUSSO-ASIATIC BANK.

A STORY SUBSEQUENTLY DENIED.

PEKING, October 2nd.

According to the *Chenpa* the French Minister yesterday called at the Wai-chiao-pu (Chinese Foreign Office) in connection with the Chinese Government's announcement of its intention to order the separate liquidation of the China branches of the Russo-Asiatic Bank.

The paper says that he pointed out that the Bank was registered as a French concern under French Government protection, since the Russian Revolution. Therefore the Chinese Government, if it wished to appoint liquidators, should have first sought the approval of the French Government which could not otherwise recognise such appointments.

Vice-Minister Wang Yin tai is said to have replied that since China does not recognise that the Bank has any relation with France and had never been notified of any such claim the French Government was not in a position to interfere with the action taken by the Chinese Government and there was no occasion for seeking the French Government's consent.

The paper adds that Wang Chung Hui and M. Padoux will assume office as chief associate liquidators, respectively, on Monday.

LATER.  
The *Chenpa*'s story of the alleged interview between the French Minister and the Vice-Minister for Foreign Affairs reporting the Russo-Asiatic Bank, telegraphed earlier, is officially denied.

## FRENCH FINANCES.

IMPROVED POSITION.

[THROUGH REUTER'S AGENCY.]

PARIS, October 3rd.

A detailed analysis of the financial situation in France, officially published, shows that the revenue for the past ten months of 1926, compared with 1925, showed an increase of 20 per centum.

[THROUGH HAVAS AGENCY.]

Further Details.

PARIS, October 3rd.

M. Poincaré, in a letter addressed to the Presidents of the Finance Committees of Parliament, describes the gradual recovery of the financial position since the crisis in July. The revenue returns for the first eight months of 1926 showed an increase of 20 per centum, compared with the same period for 1925. When the Ministry was formed, on July 24th, the amount which the Treasury could legally draw from the Banque de France was down to one million francs. The Treasury situation steadily improved in August and September, issues of National Defence and Treasury Bonds, totalling 1,736 million francs. From July 22nd to September 20th the State borrowed from the Banque 1,550 millions, reimbursed 3,000 millions, thus having a credit balance of 1,700 millions. Since the change in the Constitution, the Ministry of the Treasury had effected payments abroad totalling £7,242,175 sterling and \$15,900,000 (gold) and Florins 650,000.

## COAL DISPUTE.

[THROUGH REUTER'S AGENCY.]

LONDON, October 1st.

A further 8,000 miners resumed work to-day.

The Derbyshire Miners' Council has recommended its members to accept the Government's proposals.

No International Strike.

OSTEN, October 1st.

A communiqué issued by the Miners' International Union states that the majority of the affiliated Unions proclaimed their inability to consider the British request for an international strike, but gave an assurance that substantial financial aid would continue to be given to the British miners, while the affiliated bodies would continue to do their utmost to prevent the exportation of coal to England.

[BRITISH WIRELESS SERVICE.]

Majority Against International Strike.

ROUEN, October 2nd.

At a meeting of the International Miners' Committee at Ostend the request of the British miners for an international coal strike was considered. Delegates of all countries were represented and expressed the views of their respective countries. The American and Austrian miners' unions also sent messages setting forth their attitude.

As a result there was a majority against an international strike. Assurances, however, were given that full possible financial support would be accorded to British miners and that every effort would be made to prevent the export of coal to Britain. As against assurances given on latter point, however, it is worthy of note that it had previously been reported to the committee that imports of coal into Great Britain amounted to about one million tons a week, chiefly from Poland and the United States.

Important Decisions.

Important decisions have been reached by two coal districts in regard to the Government's proposals which were referred to districts by the Miners' Delegates Conference last Thursday. The Executive of the Nottinghamshire Miners' Association has decided to recommend all miners in the county to accept the Government's proposals. The Derbyshire Miners' Association has resolved to recommend to its branches qualified acceptance of the proposals—qualifications relating to scope of appeals to national tribunal which is part of proposals.

Mr. Frank Hall, Secretary of the Association, explained that the Association realised that the Government's plan was the only one now open to miners. "If we reject it," he said, "we shall be driven back on the owners' proposals and eventually we shall be left without right of appeal to any tribunal."

[THROUGH REUTER'S AGENCY.]

## BANQUE INDUSTRIELLE.

AN INTERESTING STATEMENT.

PARIS, October 1st.

An interesting passage appears in the report presented at the Banque Industrielle de Chine meeting, in which the Directors expressed their satisfaction that the credit of the Franco-Chinese Bank had been strengthened and its activities in the Far East increased, following the satisfactory settlement with Far East creditors.

The Chairman explained, however, that there could be no question of transforming the *de facto* substitution into a *de jure* one, and, replying to a shareholder, he added that the question of exchanging Banque Industrielle de Chine shares for Franco-Chinese Bank shares could not be contemplated for some time.

## NEW GERMANY.

ONLY TO BE FOUNDED ON  
PEACE.

DR. STRESEMANN SUGGESTS A  
FRANCO-GERMAN ENTENTE.

[THROUGH REUTER'S AGENCY.]

COLOGNE, October 3rd.

Dr. Stresemann, Germany's Secretary for Foreign Affairs, speaking at the Congress of the German People's Party, declared that the new Germany in its rise could only be founded on peace, which must rest on a Franco-German entente. Referring to the Steel Trust, he emphasised that England could have joined if he had wanted to. Germany's economic policy could never be aimed at excluding or opposing certain Powers, regarding which he pointed out that the Thoiry negotiations accorded with the policy of the United States, and was one whose aims characterised the real pacification of Europe. Dr. Stresemann regretted that in "responsible quarters abroad" recently it had again been alleged that the Central Powers alone were war-guilty, and declared Germany's readiness for an impartial investigation into "the causes of the World War. In conclusion, he voiced Germany's expectation of a final liberation which would mean a real beginning of a reconstruction period.

## U.S. SHIPPING BOARD VESSELS.

MORE VIGOROUS GOVERNMENT  
AID.

A NEW CAMPAIGN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, October 3rd.

The President of the Emergency Fleet Corporation announces the inauguration of more vigorous Government aid to operators of Shipping Board vessels. The representative of the Agriculture Department has gone to West Africa to try to divert cocoa bean cargoes, which come here via Europe in foreign bottoms, to American ships for direct transport. Experts are similarly going to South Africa and the Orient.

## U.S. AND WORLD COURT.

NO INTENTION TO WITHDRAW.

WASHINGTON, October 1st.

It is announced that President Coolidge is ignorant of any movement in America for the withdrawal of the United States from the World court to which the United States proposes to adhere.

## U.S. EXPRESS DASHES INTO MOTOR 'BUS.

TWELVE PEOPLE KILLED.

NEW YORK, October 1st.

A message from Dixon, California, says that twelve out of thirteen passengers in a motor 'bus were killed when it was struck by the Overland Limited, the "crack" train of the Southern-Pacific Railroad.

## STEEL COMBINE.

ITS POSSIBLE EFFECT ON FAR  
EAST.

NEW YORK, October 1st.

There is great interest here in the formation of the European steel trust. Mr. Hoover is reported to have ordered an investigation into the matter. There is a general opinion, however, that the new combination will not menace the American home market, but will, possibly, considerably influence the world market.

Mr. Gary Chairman of the United States Steel Corporation, says that he hopes the combine will be a great success. He thinks its managers will be friendly to America, from which the sentiment is certainly reciprocated.

A spokesman of leading manufacturers at Pittsburgh has said that the influence of the keener competition which will result from the combine will be chiefly felt in the Far East and Latin America, where cheaper labour and transport will be enjoyed by the trust and give it the advantage.

[THROUGH REUTER'S AGENCY.]

French Interpellations.

PARIS, October 1st.

The Socialist Leader M. Blum intends to interpellate the Government on the exact tenor of the steel convention conditions, under which the Government has controlled the negotiations and measures to be taken for the purpose of watching its economic and social repercussions, and the possible consequences with regard to France's foreign policy.

## COBHAM'S WELCOME.

BIG GATHERING ON THE BANKS  
OF THE THAMES.

INTERESTING CEREMONY.

[THROUGH REUTER'S AGENCY.]

LONDON, October 1st.

A vast gathering lined both sides of the Thames at Westminster and was reminiscent of Boat Race days, to welcome Mr. Allan Cobham. There were tremendous outbursts of cheering as he passed and re-passed Parliament prior to landing facing Parliament amid a defending din. A motor dinghy went alongside the seaplane and brought Cobham to the Speaker's steps, where he was greeted by the Speaker, Mrs. Cobham, who was dressed in black and white, Sir Samuel Hoare, Sir Sefton Branker, the fiancé of Sergeant Ward, and the wife and small daughter of the mechanic, Capel. The Speaker and Cobham's wife descended the steps to the water's edge, where the airman embraced his wife. General congratulations followed. The mechanics came up in a second launch, Mr. Cobham, without a hat and wearing old dilapidated dungarees worn throughout the journey, helping them to land. He was still carrying the special mail from the Governor General of Australia to the Secretary of State for the Colonies and a message to H.M. the King. A huge Union Jack and the dominions flag were flown from the walls of Parliament.

Official Welcome.

An official welcome was held in the Speaker's garden, Sir Samuel Hoare, head of the Air Ministry, congratulating the airman on his feat. He sympathetically referred to the spot mechanic, Elliott.

Sir Charles Wakefield, who partly financed the flight, likewise paid tribute to Cobham.

Responding, the airman emphasised that the flight was not a stunt, but was intended to find out what they could do, and they found out a lot. He eulogised his crew and hoped the British people would realise the importance of flying.

His Majesty sent a message to Cobham cordially welcoming him home and heartily congratulating him on the successful termination of his historic flight. At the conclusion of the speeches, Mr. Cobham delivered the mail from Australia.

Cobham has covered a total distance of 28,000 miles in a flying time of 330 hours. The machine used was a De Havilland built in 1923, and was the same as Cobham flew last year to South Africa and back.

[BRITISH WIRELESS SERVICE.]

## WIRELESS STORY.

ROUEN, October 1st.

Mr. Allan Cobham's great flight to Australia and back ended to-day, when in the presence of immense crowds of Londoners on the embankments and buildings on both sides of the river his seaplane alighted on the Thames, opposite the Houses of Parliament.

The weather conditions were ideal and the sun was shining brightly when a roar of cheering announced that the machine was in sight, flying at a low altitude. Cobham followed the course of the river to Hammersmith and on return gliding down to make perfect contact with the river. The machine was quickly moored and Cobham, followed by his mechanics, was brought by motor launch to the Terrace of Parliament.

The Terrace was crowded with a distinguished gathering including Cabinet Ministers, Peers and Members of Parliament with their ladies. India was represented by the Maharajah of Burawan, who is here to attend the Imperial Conference. Another noteworthy personage present was Prince Feisal, heir of the King of Hedjaz. On a raised platform sat those who were to take a more immediate part in the reception. In the centre was Sir Samuel Hoare, Air Minister, with Mrs. Cobham on his left. Others included Sir Ronald Waterhouse, representing the Premier, Mr. Whitley, Speaker of the House of Commons, and Sir Charles Wakefield. It was chiefly through the action of Sir Charles Wakefield, a generous supporter of British aviation, coming forward with a large financial contribution, that necessary funds were secured for Cobham's flight and it was in acknowledgement of this that the flight was officially called "The Sir Charles Wakefield flight to Australia."

As Cobham landed from the launch, Mrs. Cobham, accompanied by the Speaker of the House of Commons and Sir Samuel Hoare, descended from the platform and advanced to meet him. There was an affecting meeting between Mrs. Cobham and her husband. Tremendous cheering broke out from the assemblage on the terrace and spectators on Westminster Bridge and the Thames Embankments. Cobham was then warmly greeted with many hearty handshakes.

Message From The King.

Sir Samuel Hoare opened the formal reception by reading the following message from the King: "On your safe return from Australia, I offer you a cordial welcome and congratulate you heartily on the successful termination of yet another historic flight."

Sir Samuel Hoare proceeded to offer the welcome of the British people to Cobham and Sergeant Wood and Mr. Capel his mechanic. He said he was glad to welcome them on the terrace of the House of Commons—one of the most historic sites and centres of the British Empire. For generations past men who had served the State had been received there year after year, but this was a unique occasion, for the Palace of Westminster was now receiving one of the greatest pilot pioneers of the Empire. After paying tribute to Cobham's achievements not only in this flight to Australia, but in his previous flights to India and South Africa the Air Minister said that that was not all that Cobham had done. "I venture to say that as a pilot, he was succeeded where politicians sometimes fail by bringing people of the Empire more closely together both in body and in mind." He concluded with words of sympathy for the mother of Elliott the mechanic who accompanying Cobham had been shot by an Arab at Basra.

Cobham's Remarks.

In an interview later, Cobham emphasised that the whole purpose of his flight was to demonstrate that aviation was no longer a mere hazardous adventure, but a serious commercial proposition. Even the difficulties encountered during the flight had proved valuable from this point of view, for they had shown that with adequate and sure safeguards, they could be surmounted. Throughout the whole journey there had been no delay due to the machine or engine failure, despite the fact that they had not had a complete overhaul since leaving England. His progress had been hindered only by other uncontrollable causes, such as the sad tragedy that befell him in the loss of his former mechanic, a search for seaplane bases in the Persian Gulf and adverse weather. Referring to the weather off the Burma coast on the homeward journey, he said he had never experienced such rain, four or five inches falling daily for five days. He had been most unfortunate, for he had struck the worst storm of the monsoon period, and, try as he would, he could not get behind it. But in these localities, even mail boats were sometimes as much as 48 hours late and there was nothing to do but to wait for the storms to subside, although, with adequate telegraphic and wireless communication, much could be done to assist aerial navigation. Even the storms, however, had put them in possession of most valuable data for future use. Mr. Cobham said that throughout the whole journey he found the keenest interest displayed in the prospects of a commercial air route being opened and particularly down in the Malay Peninsula, from Calcutta to Singapore—there were hundreds of ideal sea plane bases. He anticipates however, that neither seaplanes or aeroplanes will in future be used exclusively on the route to Australia. He anticipates that travellers will go by rail to Marseilles, by boat to Cairo, by aeroplane to Karachi, then rail to Calcutta, by seaplane to Port Darwin and by aeroplane across Australia, but he was not sure that lighter than air machines would not be more suitable for some sections of the route. He believes that in Australia there is an immense future for aviation, particularly by privately-owned small machines which will link up isolated districts. Already aeroplanes are being brought into use on some of the large sheep stations, and membership of Aeroplane Clubs in the capital cities is rapidly growing.

Newspaper Comment.

Newspapers this morning devote their chief leading articles to Allan Cobham's homecoming. Apart from the fact that the airman's achievement is a triumph of man and machine, it is emphasised that his successful flight to Australia, following his previous voyages to India and South Africa, have even wider importance—an imperial importance.

The *Daily Telegraph* remarks: "In our time the question of imperial communications has become one of paramount importance. The future of our Empire may indeed be said to depend largely on the extent to which its constitutional parts can be brought nearer to one another in time. Cobham has been able to show by actual achievement that a good deal is already possible in this direction."

"Pioneer of Imperial Communications." The *Morning Post* says: "Cobham holds that the use of the aeroplane may be so effective in the opening up of new countries that the initial cost of establishing new routes in such territories should be regarded as an investment which would be well repaid. In respect of Australia, Cobham who flew from north to south of that continent, considers that aerial transport would bring immense developments. It is in view of these practical conclusions, together with the salient and indisputable fact that Cobham has flown to Australia and back, that the intrepid pilot may justly be described as the pioneer of imperial communications."

Stirring the Imagination.

The *Daily News* remarks that the mere act of flying over so many countries and seas stirs the mind as the voyages of Magellan or of Drake must have done in other days.

The *Times* says: "In the great crowds that craned their faces skywards as the De Havilland fifty flew up the Thames, there must have been many who, thinking of the vast spaces that it had traversed, were led to revise their individual views of the safety and utility of travel by air."

Cobham has also, it is recognised, impressed the public mind with the possibilities of aviation. His facile landing on the Thames yesterday at the end of his journey to the ends of the earth undoubtedly struck popular imagination.

## Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series B,

October 4th, 1926.



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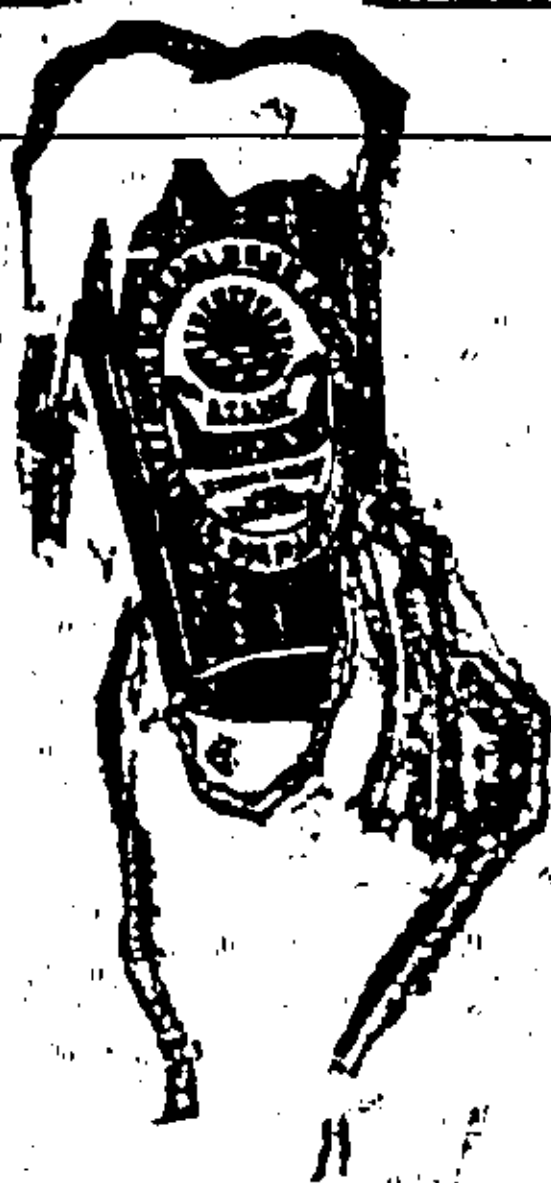
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#### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 2nd.

|                | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|----------------|------------------------|-------------------|-------------------|
| Barometer      | 29.85                  | 29.83             | 29.85             |
| Temperature    | 80                     | 75                | 80                |
| Humidity       | 82                     | 64                | 74                |
| Wind Direction | E                      | E                 | E                 |
| Force          | 4                      | 4                 | 4                 |
| Weather        | 0                      | U                 | U                 |
| Rain           | 0.05                   | 0.00              | 0.04              |

Highest open-air Temperature on 2nd ... 80  
Lowest open-air Temperature on 2nd ... 70

B=Blue sky; C=Cloudy; D=Drizzle;  
F=Fog; L=Lightning; M=Mist; O=Overcast;  
P=Passing showers; Q=Squalls;  
R=Rain; T=Thunder

#### HONGKONG TIDE TABLE.

From October 4th to 10th, 1926.

| Days of Week | Days of Month | HIGH WATER.          |         | LOW WATER.           |         |
|--------------|---------------|----------------------|---------|----------------------|---------|
|              |               | H'kong Standard Time | Height  | H'kong Standard Time | Height  |
| Mon.         | 4             | h. m.                | ft. in. | h. m.                | ft. in. |
|              |               | 7 49                 | 6 8     | 1 39                 | 4 0     |
| Tues.        | 5             | 8 53                 | 5 8     | 2 19                 | 4 0     |
|              |               | 8 25                 | 6 7     | 2 11                 | 4 0     |
| Wed.         | 6             | 9 7                  | 5 8     | 2 48                 | 4 0     |
|              |               | 9 31                 | 6 1     | 3 16                 | 4 0     |
| Thurs.       | 7             | 9 42                 | 6 4     | 3 45                 | 4 0     |
|              |               | 10 6                 | 6 6     | 3 59                 | 4 0     |
| Fri.         | 8             | 10 41                | 6 8     | 4 35                 | 4 0     |
|              |               | 10 27                | 6 8     | 4 40                 | 4 0     |
| Satur.       | 9             | 11 29                | 7 0     | 5 14                 | 4 0     |
| Sun.         | 10            | 11 54                | 7 0     | 5 48                 | 4 0     |

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#### FOOTBALL.

##### CHARITY GAME FOR M.C.L.

##### KOWLOON v. EAST SURREYS.

A very good game between the above teams was played on the Railway ground at Kowloon. Wood was absent from the Kowloon goal, but his substitute, Durand, played a wonderful game, some of his saves being extremely brilliant. The East Surreys were at full strength with the exception of Charlesworth, Williams turning out on the right wing.

The afternoon was fine and a good number of spectators witnessed the match. Col. F. S. Montague Bates and Officers of the East Surreys watched the game from the stand. Although the East Surreys went down by three clear goals, there was not that difference in the teams. Douglas was not safe in goal, although he had little chance to stop the shots registered against him. The East Surreys backs were unsafe and several times mis-kicked when pressed by Kowloon rushing forwards. With a little luck, the East Surreys should have been two goals up at the interval and the way Durand got in the way of a piledriver from Humberstone was a marvel.

The East Surreys kicked off, and the first half went greatly in their favour. They did everything except get the ball into the net. Hayes sent over from the wing and Jordan cleared. Humberstone was pulled up for offside close in and the East Surreys coming through again, Humberstone shot wide. Mackleworth centred and Cheeseman tested Durand. Butler sent in a tender which looked a certain scorer but Durand was applauded for a brilliant save. Douglas came out and picked up from a forward pass by Spary. Wheeler broke up a dangerous movement. Cooper gave away a corner, but the flag kick was cleared by Bristow. Pile sent across the goalmouth out of play. Butler swung over to the right and Williams returning to the centre, Humberstone headed in and Durand pulled the ball down from almost under the bar. Kowloon defence let in Butler, who had a fine chance to open the score but sent over the top. Wheeler gave away a corner and Mitchell, receiving from the flag kick, shot wide. Pile ran well in but delayed his shot and McGreavy cleared at the expense of a corner. Hayes sent behind from the flag kick. A hard drive from Humberstone brought Durand full length on top of the ball but the goalie recovered and cleared. Pile raced down the wing and working close in gave Douglas no chance and netted from close range. Hayes had a chance to put Kowloon further ahead owing to Cooper mis-kicking but the former sent in a very weak shot and Douglas cleared. The East Surreys were pressing when the whistle sounded for the interval with Kowloon leading by a goal to nil.

Kowloon got away from the centre kick and Bristow gave away a corner. Mason placed well from the flag kick and Cavellie sent in hard; Douglas sent the ball against the crossbar and Hayes rushing in took the ball into the net. Kowloon forced another corner and Pile dropped close in, Cavellie headed over the top. McGreavy sent Humberstone in but the latter sent the ball into the hands of Durand. Free kick for a foul throw was well placed by McGreavy and Butler sent in but Durand cleared. The East Surreys had two corners in succession, Mackleworth eventually shooting wide. A shot from Williams was sent over the bar by Durand who later made a fine clearance from the flag kick. Kowloon went straight down and Pile beat Douglas from close range. Kowloon defence was hard pressed for a time and Turner covered himself with glory for a fine piece of work. Hands against Jordan near the halfway line, Wheeler sent wide from the free kick. McKelvie headed out a shot from Mackleworth and cleared a centre from Butler. Butler came through again but finished weak. Douglas saved a fast low shot from Hayes. Mackleworth netted from a centre by Williams but the point was disallowed as the East Surreys player handled before shooting. Pile was sent down the wing but his shot hit the crossbar and rebounded to play, Cavellie returned and Douglas cleared. Wheeler cleared from Williams and Humberstone turned the ball just clear of the post from a pass by Cheeseman. Jordan gave away a corner but McGreavy headed clear from a well placed flag kick by Hayes. Wheeler conceded a corner and following the flag kick a scramble ensued in the Kowloon goalmouth with Durand lying on the ball. A free kick was awarded Kowloon for impeding but before the kick could be taken the whistle sounded for time leaving Kowloon winners by three goals to nil.

The teams were well served by their respective half-back lines who at all times had the measure of the attack opposed to them. Mr. Gilbert, a newcomer to the Colony had charge of the game. The teams:—  
East Surreys:—Douglas; Cooper and Jordan; McGreavy, Mitchell and Bristow; Williams, Cheeseman, Humberstone, Butler and Mackleworth.  
Kowloon:—Durand; Wheeler and Young; Turner, Simms and McKelvie; Pile, Spary, Cavellie, Mason and Hayes.

The gate proceeds went to swell the funds of the M.C.L. The amount being nearly \$100.

(Continued on next column.)

#### HOME FOOTBALL.

##### SATURDAY'S LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 2nd.

##### Division I.

Arsenal 2, Newcastle United 2.  
Blackburn 1, 3, Everton 3.  
Bolton W. 7, Birmingham 0.  
Bury 0, Tottenham 1.  
Derby County 0, Cardiff City 3.  
Huddersfield Town 3, Leicester City 3.  
Liverpool 2, Leeds United 4.  
Manchester United 3, Aston Villa 1.  
Sheffield United 3, Burnley 2.  
Sunderland 4, Wednesday 1.  
W. Brom. A. 1, West Ham. 3.

##### Division II.

Blackpool 2, Oldham A. 0.  
Bradford City 3, South Shields 1.  
Chelsea 2, Preston N.E. 1.  
Clapton Orient 0, Barnsley 1.  
Grimsby Town 2, Fulham 0.  
Middlesbrough 1, Notts County 2.  
Nottingham Forest 3, Manchester C. 3.  
Port Vale 1, W. Hampton 1.  
Reading 1, Portsmouth 2.  
Southampton 0, Hull City 1.  
Swansea Town 3, Darlington 1.

##### Division III. (Southern).

Aberdare A. 3, Watford 2.  
Barnet and B. 6, Queen's Park 2.  
Brentford 2, Swindon Town 2.  
Bristol City 4, Charlton A. 1.  
Brighton and H.A., Merthyr Town 0.  
Luton Town 2, Gillingham 1.  
Millwall 2, Bristol Rovers 3.  
Newport County 2, Crystal Palace 1.  
Northampton 2, Exeter City 2.  
Norwich City 1, Southern United 1.  
Plymouth Argyle 3, Coventry City 0.

##### Division III. (Northern).

Ashington 4, Rotherham United 1.  
Barrow 1, Accrington S. 1.  
Chesterfield 3, Bradford 2.  
Crewe A. 2, Durham City 1.  
Hull Town 2, Lincoln City 1.  
Hartlepool United 2, Tranmere R. 1.  
Nelson 3, Walsall 2.  
New Brighton 5, Stoke City 0.  
Southport 2, Wigan Boro' 2.  
Stockport C. 3, Rochdale 0.  
Wrexham 0, Doncaster R. 1.

##### Scottish League: Division I.

Aberdeen 3, Hamilton A. 3.  
Airdrieonians 2, Kilmarnock 0.  
Celtic 0, Dundee 0.  
Dundee United 2, Queen's Park 2.  
Dumfries 1, Clyde 1.  
Hearts 0, Falkirk 0.  
Motherwell 6, Morton 0.  
Partick Thistle 5, Hibernians 1.  
St. Johnstone 1, Cowdenbeath 3.  
St. Mirren 3, Rangers 7.

#### RUGBY FOOTBALL.

##### ENGLAND DEFEAT NEW ZEALAND.

[THROUGH REUTER'S AGENCY.]

LONDON, October 2nd.

At Wigan on the Northern Union ground, in fine weather, before an attendance of 18,000 spectators, England beat New Zealand by 28 points to 20.

#### LAWN TENNIS.

##### VINCENT RICHARDS EXPLAINS HIS ACTION.

[REUTER'S AMERICAN SERVICE.]

New York, October 1st.  
Vincent Richards now says he would have been forced to give up tennis entirely if he had remained an amateur. He expressed the opinion that professional tennis had a great future. It is expected that Richards will receive altogether between \$50,000 and \$100,000.

##### More American "Pros." To Accompany "Suzanne."

New York, October 3rd.  
It is announced that Howard Kinsey and Harvey Snodgrass have joined the list of professional lawn tennis "stars," who are accompanying Mile. Lenglen on her tour.

#### BASEBALL.

##### A FIRST WORLD CHAMPIONSHIP MATCH.

[REUTER'S AMERICAN SERVICE.]

New York, October 3rd.  
Before 65,000 spectators—a record baseball crowd—New York Yankees won the first world Championship match over St. Louis Cardinals by 2 to 1.

#### Practise Game.

The Club fielded two teams in a practice game on the Club ground. Summers turned out at back for the Whites, while Howard went up to lead the attack for the Colours. Three goals were scored during the game, Howard, Valentine and Linaker, the latter changes places with Howard in the closing half of the game.

St. Joseph's v. Kowloon Reserves.  
On the Railway ground at Kowloon, these teams met in a friendly game. Kowloon opened up strongly and Taylor gave them the lead with a cross shot. The home team were on top throughout the first half but failed to add to the score. Just before the interval, the College team broke away and Guest failing to stop Leonard, that player went on to beat Nicholls. There was no scoring in the second half.

##### Charity Game Postponed.

The charity soccer match between the R.A. and the Chinese Athletic Club in aid of the dependants of the late B.Q.M.S. Jacobs, R.A., has been unavoidably postponed till Wednesday 12th.

#### RACING NOTES.

There was a fair attendance at the Race Course on Saturday morning, although the weather was not very attractive. Mrs. Shenton and Mrs. Austin were the only ladies present. The sand track was in a wonderful state considering the amount of rain we have had recently, but the same cannot be said of the grass course. For some time pools of water have been lying on certain spots of this course and no attempt has been made to drain them away. The portion of the drain between the sand course and the grass course almost opposite the Judges Box got blocked at about 8.50 a.m. on Saturday and the water simply poured over the grass track. This could have been very quickly remedied had there been someone there to see that the drain was cleared. If the meeting is to be held on Saturday next greater vigilance will have to be exercised to prevent encroachments of this sort which do a tremendous amount of harm. It is, of course, impossible for a European to be on duty continually at the Course during the wet weather but A. Tai or the No. 1 in charge of the Race Course coolies might give some effective help in the matter. Given fine weather this week, racing should be possible on Saturday.

The 1½ Mile Race for Members of the Fanling Hunt brought down to the Course Capt. Sturges, Messrs. Charles, Beck, and Bousfield and a pretty mournful crowd they were after they had finished their gallops. All their mounts were disappointing. Reynolds went badly as did New York and Hartford and King Emperor was not exactly "champing at the bit."

Since Dr. Macgowan bought Sunburst Rose he has been down to the Course regularly. As a comparatively new owner it would be rather nice to see him among the winners, but I am afraid his mount has a distinct antipathy to heavy going and, if that is the condition of the course on Saturday, we shall look in vain for the "Doc" in the first bunch. It will be seen from the following times that some of the last quarters were fairly good considering the heavy state of the course.

Rothsley (Capt. Reidy) 1 mile 2.51.1, 43.1, 23.1.39, 2.31.1. Last quarter 32.  
Sandpiper (Brodie) ½ mile 1.37. Last quarter 32.2.  
September (Brodie) 1 mile 2.20. Last quarter 31.3.  
Sarsen (Bey) 1½ miles 3.43.3. Last quarter 32.1.  
Cobin (Ralph) ½ mile 1.44.2. Last quarter 31.2.  
Barley Grass (Brodie) ½ mile 1.49.2. Last quarter 34.3.  
Lady Luck (Rosa) ½ mile 1.43. Last quarter 34.  
The Gomeril (late Donaghadee) last 1 mile of 1½ miles 2.25.33, 1.15, 1.52. Last quarter 32.4.

#### GOLF.

##### ROYAL HONGKONG GOLF CLUB.

The result of the Denison Cup, September Qualifying Competition, was:—  
J. S. MacLaren: 62—7.1/5=54.4/5 qualifies.  
Other scores:—  
R. M. Henderson: 67—8.3/5=58.2/5.  
Lt.-Col. E. D. Matthews: 64—5.2/5=53.3/5.  
A. Leach: 67—8.3/5=60.2/5.  
Twenty-three cards were taken out.

#### CRICKET.

##### NO WEEK-END MATCHES.

On account of the soft state of the ground, due to the heavy rainfall last week, all the matches arranged for Saturday, and the one for Saturday between the Volunteers and Mr. A. A. Rumball's team at the University, had to be cancelled.

[BRITISH WIRELESS SERVICE.]

##### THE "AUSSIES" DEPARTURE.

##### LEAVE WITH REGRET.

Rugby, October 1st.  
The Australian cricketers left London to-day on their return to Australia. They travelled by train from Paddington to Liverpool, where they will embark on the liner *Montrose* for Canada. Lord Harris and other noted English cricketers saw them off. The Australians were welcomed by the Mayor of Birkenhead, and, in reply, Mr. Sydney Smith, their manager, said:—"We have lost the ashes, but it is our hope that we have done something to cement the good relations between Australia and the Home Country. I am certain that not one of our team is going away without a feeling of regret and sorrow."

#### HARBOUR SWIM.

##### AN ANNUAL CHINESE EVENT.

##### GIRL OF TWELVE SUCCEEDS IN CROSSING.

The feature of the second annual Chinese harbour race, held under the auspices of the Chinese Bathing Club and the South China Athletic Association on Saturday afternoon at the bathing shed at Quarry Bay, was the success of Miss Ho Kit Chin, a twelve-year-old girl who was the only lady competitor, out of three entrants to effect a crossing. In all, there were of both sexes 67 contestants and 49 succeeded in crossing. The weather was certainly not propitious, and moreover the swimmers had to contend with a strong current, and particularly so in midstream. Several of the competitors were in this way taken out of their course.

The race was started from Cha Kon Lau, which is opposite the Club's bathing shed, a little over a mile distance. The little girl was heartily cheered when she landed.

The prize winners were:—  
Chan Hing (41 min. 34 sec.) ..... 1  
Leung Shin Man (41 min. 52 sec.) ..... 2  
Wong Bing Fung (43 min. 16 sec.) ..... 3

The first three will each receive a cup, and all who succeeded in crossing the harbour will each be presented with a medal.

The distribution of prizes will take place on October 16th when the Club will conclude their annual aquatic sports. On that occasion there will be two groups—the first will be open to all the Chinese of the Colony, and the second will be exclusively for members of the Club.

##### The Aquatic Sports.

The main events of the annual aquatic sports will be held on October 14th, 15th and 16th, at Quarry Bay, concluding as mentioned above, on the 16th.

The principal events for these aquatics will be:—

(a) Open to all—50 metre free stroke; 100 metre free stroke; 100 metre back stroke; 200 metre breast stroke; 400 free stroke; 1,500 metre free stroke; 200 metre relay; 50 metre free stroke open to boys.  
(b) For members only—50 metre free stroke Handicap; 100 metre breast stroke Handicap; 200 metre free stroke Handicap; 200 metre four-person relay between S.C.A.A. and C.B.C.; 50 metre free stroke for boys only (handicap); 50 metre breast stroke Handicap for women only; 100 metre free stroke Handicap for women only; 50 metre open to men and women; 50 metre consolation free stroke; 50 metre free stroke Handicap race open to persons aged 40 or above; and 200 metre relay, four-person, open to boys, adults.

Entries to foregoing events may still be made up to seven o'clock this evening.

#### PASSENGERS.

##### ARRIVALS.

By the s.s. *Hai Ning*, on October 2nd:—Miss Rilay and Mr. and Mrs. C. Morris and two children.

By the s.s. *Koku Maru*, on October 2nd:—Mr. G. van Steenberg.

By the *Troilus*, from Liverpool, on October 2nd:—Mr. and Mrs. Valentine, Mr. and Mrs. McChene, Mr. A. E. T. Jones, and Mr. J. Jamieson.

##### DEPARTURES.

By the s.s. *St. Albans*, for Australia via Ports, on October 1st:—Mr. and Mrs. G. Mavor, for Sandakan; Mrs. Wearne, four children and infant; Miss A. E. Ricketts, Mrs. A. Hosie, Dr. W. H. Jordan, Mr. R. Winn, and Miss D. N. Westwood, for Sydney; Mr. Bogobog Joseph, and Mr. Patchchand Gehmal, for Manila; Mr. J. Maloney and Mr. D. McPherson, for Melbourne.

By the Dollar liner *President Wilson*, for Manila, on October 1st:—Miss Ann Carson, Mrs. D. Corstaphen, Master J. Corstaphen, Mr. Y. Chang, Miss Hazel Davis, Miss Jean Faircloth, Mrs. Maude Kinney, Miss Katherine Kinney, Mr. J. H. Weidner, Mr. David C. Morris, Mr. B. Baxafra, Mr. A. M. Uggan, Mrs. Lam Shi, Miss E. Liang, Mr. Reese Marsh, Mr. K. Nakagawa, Mr. and Mrs. Edward Sharp, Mr. and Mrs. G. Shannon, Miss K. Simpson, Mrs. J. H. Weidner, Mrs. David C. Morris, Miss L. Queripel, Mr. Wee Ah Kong, Mrs. Geo. Searle, Miss Lolita Searle, Mr. C. P. White, Master White, Major Julian, U.S.M.C., Mrs. Julian Wilcox, Master Julian Wilcox, Master G. F. Wilcox, Mr. and Mrs. J. V. A. MacMurray, and Mr. Jorge Sunico.

By the F. & O. s.s. *Kashgar*, for Europe via Ports, on October 2nd:—Mr. R. W. Smith, Miss C. C. Rawick, Miss D. Ogilvy, Mr. W. W. Anderson, Mr. and Mrs. S. L. Hadden, Miss E. S. MacRae, Mrs. A. R. Guillet, Mr. and Mrs. Temple, Mr. and Mrs. J. H. Bruins, Miss A. Muttall, Lieut.-Comdr. C. H. Nicholson, Mr. and Mrs. B. E. Hutchison, Mr. Hooken, Mr. C. Carrington, Rev. and Mrs. N. Page, Miss B. Page, Master J. Page, Master H. Page, Master R. Owen, Miss G. Owen, Miss M. Owen, Mr. E. M. Mathews, Miss C. MacLoughlin, Miss A. MacLoughlin, Mr. and Mrs. Harker, Miss R. F. M. Leighton, Miss L. Suarey, Mr. M. Bigger, Mr. and Mrs. T. A. Shatto, Mr. and Mrs. Stockland, Mr. G. Freeman, Capt. J. H. Bainbridge, Mr. J. Williams, Mr. W. H. Edmonds, Mr. and Mrs. E. G. W. Trickey, Master E. L. Trickey, Miss N. Trickey, Mr. and Mrs. W. Te Sin, Miss D. James, Master Mistry, Mr. T. Harworth, Mr. and Mrs. A. H. Compton and child, Capt. R. S. Macfarlane, R.N., Mr. and Mrs. E. H. Murphy, Mr. E. Van Sitterin, Mrs. Rutherford, Mrs. G. Dorrington and child, Mr. C. E. Gibbon, Mr. H. Law, Mr. J. Barbour, Mr. and Mrs. A. C. Pearl and child, Mr. and Mrs. H. J. Millington and four children, Mr. J. W. Belcher, Mr. J. Smith, Miss Wagstaff, Mr. J. G. Brayshaw, and Mr. A. A. da Roza.







## SHIPPING NEWS.

## ARRIVALS.

October 1st.  
**Sea Maru**, Japanese str., 3,747 tons, Capt. K. Harada, from Bombay, which port she left on September 15th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

**Kuying**, British str., 1,572 tons, Capt. F. A. Lovegrove, from Bangkok, which port she left on September 23rd, with a general cargo, lying at buoy No. B13.—B. & S.

**Ma Sany**, British str., 3,062 tons, Capt. M. J. Meyrick, from Sandakan, which port she left on September 23rd, with timber and general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

**Ranella**, British str., 3,373 tons, Capt. R. W. Thompson, from Balikpapan, which port she left on September 24th, with kerosene in bulk, lying at North Point.—A.P.C.

## October 2nd.

**Hui Ning**, British str., 332 tons, Capt. W. C. Passmore, from Foochow and Amoy, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

**Kotsu Maru**, Japanese str., 915 tons, Capt. K. Yugeta, from Takao via Amoy and Swatow, with 397 tons of cement and sundries, lying at O.S.K. Wharf.—O.S.K.

**Lai Sang**, British str., 2,224 tons, Capt. Field Hook, from Kobe and Amoy, with a general cargo, lying at buoy No. A28.—Jardine, Matheson & Co.

**Sui Fik**, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf.—Fook Hoi Co.

**Trellis**, British str., 704 tons, Capt. G. Madwick, from Liverpool, which port she left on August 25th, with a general cargo, lying at Holt's Wharf.—B. & S.

## October 3rd.

**Haukefjell**, Norwegian str., 1,428 tons, Capt. O. Nielsen, from Chinwangtao, which port she left on September 24th, with a cargo of coal, lying at buoy No. B33.—Dodwell & Co.

**Katori Maru**, Japanese str., 3,137 tons, Capt. T. Kusakari, from London via ports. She left Singapore on September 23rd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

**Outkerk**, Dutch str., 5,002 tons, Capt. J. H. Gunther Mohr, from Vladivostok and Foochow, lying at buoy No. A3.—J.C.J.L.

**Tjikembang**, Dutch str., 5,023 tons, Capt. P. Lema, from Batavia and Muntok. The latter port she left on September 26th, with a general cargo, lying at buoy No. A4.—J.C.J.L.

**West Farallon**, American str., 4,567 tons, Capt. George Winkel, from Los Angeles and Amoy, with general cargo and kerosene, lying at Stonecutters.—Struthers & Barry.

**Wong Shek Kung**, Chinese str., 880 tons, Capt. R. M. de la Sala, from Saigon, which port she left September 26th, with a general cargo, lying at buoy No. C37.—Kwong Hang Hing.

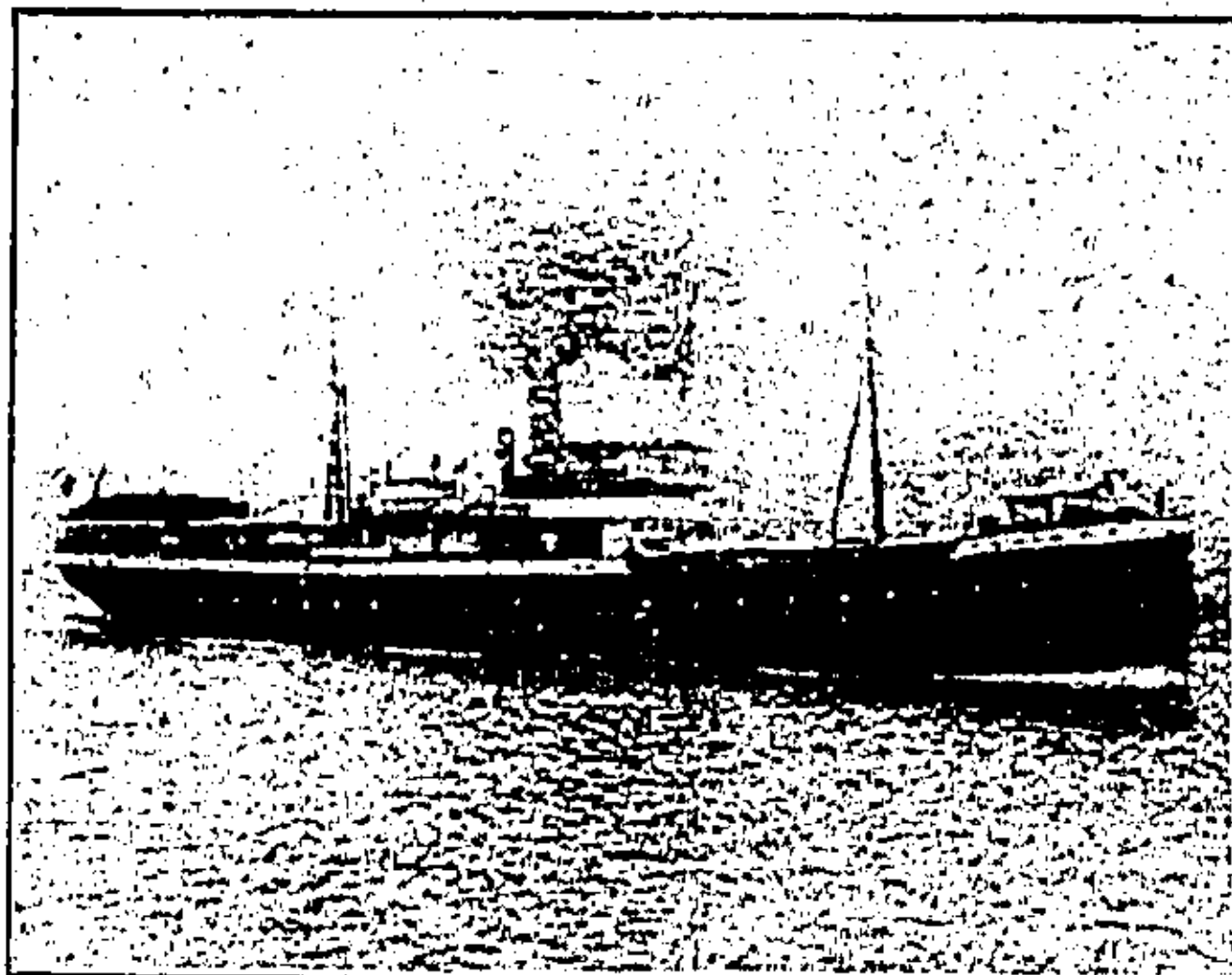
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**Borneo Maru**, for Kobe.  
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**Kuichow**, for Weihaiwei.  
**Ming Sang**, for Hoehow.  
**Produce**, for Saigon.  
**Ranella**, for Shanghai.  
**Samarang Maru**, for Batavia.  
**Shantung**, for Shanghai.  
**Sui Fik**, for Sha U Chung.  
**Tai Sze Ma**, for Kwang Chow Wan.  
**Tell**, for Amoy.  
**Tjikembang**, for Amoy.  
**Trellis**, for Shanghai.  
**West Farallon**, for San Francisco.  
**Yingchow**, for Shanghai.

**Outkerk**, for Manila.  
**Shanghai**, for Macao.  
**Sui Fik**, for Sha U Chung.

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FOR EUROPE

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## SAILINGS 1926-1927.

| STEAMERS          | H'kong  | Shanghai | Kobe    | Yokohama | Vancouver |
|-------------------|---------|----------|---------|----------|-----------|
| Leave             | Leave   | Leave    | Leave   | Leave    | Arrive    |
| EMPRESS OF ASIA   | Oct. 14 | Oct. 17  | Oct. 20 | Oct. 23  | Nov. 1    |
| EMPRESS OF CANADA | Oct. 23 | Oct. 31  | Nov. 3  | Nov. 6   | Nov. 15   |
| EMPRESS OF RUSSIA | Nov. 11 | Nov. 14  | Nov. 17 | Nov. 20  | Nov. 29   |
| EMPRESS OF ASIA   | Jan. 5  | Jan. 8   | Jan. 11 | Jan. 14  | Jan. 23   |
| EMPRESS OF CANADA | Jan. 28 | Jan. 29  | Feb. 1  | Feb. 4   | Feb. 13   |
| EMPRESS OF RUSSIA | Feb. 18 | Feb. 19  | Feb. 22 | Feb. 25  | Mar. 6    |
| EMPRESS OF ASIA   | Mar. 9  | Mar. 12  | Mar. 15 | Mar. 18  | Mar. 27   |
| EMPRESS OF CANADA | Mar. 30 | Apr. 2   | Apr. 5  | Apr. 8   | Apr. 17   |
| EMPRESS OF RUSSIA | Apr. 20 | Apr. 23  | Apr. 26 | Apr. 29  | May 8     |
| EMPRESS OF ASIA   | May 11  | May 14   | May 17  | May 20   | May 29    |
| EMPRESS OF CANADA | June 1  | June 4   | June 7  | June 10  | June 19   |
| EMPRESS OF RUSSIA | June 22 | June 25  | June 28 | July 1   | July 10   |

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|----------------|---------------|--------------|-----------------|
| Oct. 6         | Oct. 8        | Oct. 9       | Oct. 11         |
| Oct. 20        | Oct. 23       | Oct. 23      | Oct. 25         |

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|              |                             |
|--------------|-----------------------------|
| TAIYO MARU   | Tuesday, 5th Oct., at Noon  |
| TENYO MARU   | Monday, 14th Oct., at Noon  |
| KORRA MARU   | Tuesday, 2nd Nov., at Noon  |
| SHUNYO MARU  | Tuesday, 15th Nov., at Noon |
| SIBERIA MARU | Monday, 29th Nov., at Noon  |

## SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

|             |                               |
|-------------|-------------------------------|
| ANYO MARU   | Saturday, 6th Nov., at Noon   |
| BOKUYO MARU | Saturday, 27th Nov., at Noon  |
| BAIKYO MARU | Wednesday, 12th Jan., at Noon |

## MARSEILLES, LONDON &amp; ANTWERP via Singapore &amp; Ports.

|             |                     |
|-------------|---------------------|
| KITANO MARU | Saturday, 9th Oct.  |
| HABUNA MARU | Saturday, 23rd Oct. |

## SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

|              |                                  |
|--------------|----------------------------------|
| AKI MARU     | Wednesday, 20th Oct., at 11 a.m. |
| MISHIMA MARU | Wednesday, 24th Nov., at 11 a.m. |

## NEW YORK and/or BOSTON via PANAMA.

|              |                     |
|--------------|---------------------|
| TOBA MARU    | Monday, 4th Oct.    |
| LISON MARU   | Friday, 29th Oct.   |
| TSUYAMA MARU | Thursday, 11th Nov. |

## BUENOS AIRES via Singapore, Durban &amp; Cape Town, Delagoa Bay &amp; Alagoa Bay.

|               |                      |
|---------------|----------------------|
| KANAGAWA MARU | Friday, 15th Oct.    |
| WAKASA MARU   | Wednesday, 17th Nov. |

## BOMBAY via Singapore, Penang &amp; Colombo.

|            |                   |
|------------|-------------------|
| TAMBA MARU | Monday, 11th Oct. |
| TOTOH MARU | Friday, 29th Oct. |

## CALCUTTA via Singapore, Penang &amp; Rangoon.

|              |                   |
|--------------|-------------------|
| MALACCA MARU | Friday, 8th Oct.  |
| RANGOON MARU | Monday, 15th Oct. |

## NAGASAKI, KOBE &amp; YOKOHAMA.

|              |                     |
|--------------|---------------------|
| MISHIMA MARU | Saturday, 16th Oct. |
| KATORI MARU  | Monday, 4th Oct.    |
| AKITA MARU   | Saturday, 6th Oct.  |
| MURORAN MARU | Sunday, 17th Oct.   |
| ATSUTA MARU  | Tuesday, 19th Oct.  |

## Further information, apply to— NIPPON YUSEN KAISHA

Telephone: Central No. 293 (Private exchanges to all Dept.).



## SERVICES CONTRACTUELS

| Mail Steamers     | Next Sailings from Marseilles | Pro. Arr. at H'kong and Bailing for S'hai and Japan | Probable Sailings from Hongkong for Marseilles |
|-------------------|-------------------------------|-----------------------------------------------------|------------------------------------------------|
| D'ARTAGNAN        | ...                           | ...                                                 | 12th Oct., 1926                                |
| ANGKOR            | ...                           | ...                                                 | 28th Oct., "                                   |
| PORTHOIS          | ...                           | ...                                                 | 9th Nov., "                                    |
| CHAMBORD          | 16th Sept., 1926              | 12th Oct., 1926                                     | 23rd Nov., "                                   |
| PAUL LECAT        | 24th Sept., "                 | 26th Oct., "                                        | 30th Nov., "                                   |
| GENERAL METZINGER | 8th Oct., "                   | 10th Nov., "                                        | 7th Dec., "                                    |
| AMAZONE           | 22nd Oct., "                  | 24th Nov., "                                        | 21st Dec., "                                   |
|                   | 6th Nov., "                   | 8th Dec., "                                         | 4th Jan., 1927                                 |

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SAILINGS SUBJECT TO ALTERATIONS.

|                               |               |                                 |
|-------------------------------|---------------|---------------------------------|
| STRAITS & CALCUTTA            | "LAISANG"     | Tuesday, 5th Oct., at 3 p.m.    |
| CANTON                        | "FOOSHING"    | Wednesday, 6th Oct., at 6 a.m.  |
| KOBE via KURLUNG, SHANGHAI    | "HANGSANG"    | Wednesday, 6th Oct., at 4 p.m.  |
| HAIR & TSINGTAU               | "CHEONGSHING" | Saturday, 9th Oct., at 4 p.m.   |
| TIENSIN                       | "MAUSANG"     | Tuesday, 13th Oct., at 3 p.m.   |
| SANDAKAN                      | "HOPSANG"     | Wednesday, 13th Oct., at 6 a.m. |
| CANTON                        | "KUMSANG"     | Wednesday, 13th Oct., at 7 a.m. |
| KOBE via YOKOHAMA & YOKKAICHI | "FOOSHING"    | Friday, 15th Oct., at 9 a.m.    |
| TSINGTAU via SHANGHAI         | "MINGSANG"    | Friday, 15th Oct., at 9 a.m.    |
| HAIPHONG via HOUEI-JAW        | "NAMSANG"     | Saturday, 16th Oct., at 7 a.m.  |
| OSAKA via SHANGHAI            | "HOSANG"      | Tuesday, 16th Oct., at 3 p.m.   |
| STRAITS & CALCUTTA            | "KUTSANG"     | Wednesday, 17th Oct., at 7 a.m. |
| OSAKA via MOJI & KOBE         | "HINSANG"     | Saturday, 30th Oct., at 2 p.m.  |
| SANDAKAN                      |               |                                 |

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|------------------|--------------|
| "GLENSHANE"      | 7th Oct.     |
| "CARMARTHENSIRE" | 17th "       |
| "GLENBEG"        | 25th "       |
| "GLENTARA"       | 18th Nov.    |
| "CARNARVONSHIRE" | 27th Nov.    |

## HOMEWARDS.

| Vessel           | Discharges | Leaves H'kong                         |
|------------------|------------|---------------------------------------|
| "GLENGARRY"      | ...        | 20th Oct.                             |
| "CARMARTHENSIRE" | ...        | London, Rotterdam & Hamburg via Oran. |
| "CARMARTHENSIRE" | ...        | 30th Nov.                             |
| "GLENTARA"       | ...        | London, Rotterdam & Hamburg via Oran. |
| "GLENTARA"       | ...        | 29th Dec.                             |
| "GLENTARA"       | ...        | London, Rotterdam & Hamburg via Oran. |

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|---------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers. |                                                          |                                                                                                                                   |
| *S.S. "TRIER"                                                             | 5th October, 1926                                        | 10th October, 1926                                                                                                                |
| *S.S. "SAARBRUECKEN"                                                      | 5th November, "                                          | 14th November, "                                                                                                                  |
| *S.S. "COELENZ"                                                           | 2nd December, "                                          | 11th December, "                                                                                                                  |
| *S.S. "YORK"                                                              | 30th December, "                                         | 2nd January, 1927                                                                                                                 |
| *S.S. "FULDA"                                                             | 27th January, 1927                                       | 6th February, "                                                                                                                   |
| *S.S. "DERFFLINGER"                                                       | 25th February, "                                         | 26th February, "                                                                                                                  |
| *S.S. "TRIER"                                                             | 25th March, "                                            | 26th March, "                                                                                                                     |
| *S.S. "SAARBRUECKEN"                                                      | 22nd April, "                                            | 30th April, "                                                                                                                     |
| *S.S. "COELENZ"                                                           |                                                          | 21st May, "                                                                                                                       |

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|-----------|-----------------|----------------------------|---------------------------|--------------------|
| TIKEMBANG | BATAVIA         | In Port                    | 5th Oct.                  | SHANGHAI           |
| TIKONDARI | SHANGHAI        | 4th Oct.                   | 7th "                     | BATAVIA            |
| TIKALAK   | JAVA & M'CHAL.  | 12th "                     | 14th "                    | SHAI & NORTH CHINA |
| TIKINI    | N. CHINA & AMOT | 14th "                     | 15th "                    | BATAVIA            |
| TIKABANG  | BATAVIA         | 17th "                     | 19th "                    | SHANGHAI           |
| TIKEMBANG | SHANGHAI        | 18th "                     | 21st "                    | BATAVIA            |
| TIKAROEK  | JAVA & M'CHAL.  | 20th "                     | 28th "                    | SHAI & NORTH CHINA |
| TIKANOEK  | N. CHINA & AMOT | 23th "                     | 29th "                    | MACASSAR           |
| TIKAROEK  | BATAVIA         | 31st "                     | 2nd NOV.                  | SHANGHAI           |
| TIKABANG  | SHANGHAI        | 1st NOV.                   | 4th "                     | BATAVIA            |



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 S.S. "CITY OF PEKIN" ... From Hongkong 11th November.  
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 STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

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| Steamship.  | Tons.  | From<br>Hongkong<br>(about) | Destination.                                  |
|-------------|--------|-----------------------------|-----------------------------------------------|
| "JEYPORE"   | 5,315  | 11th Oct.                   | Singapore, Penang, Colombo, Bombay & Karachi. |
| "MOREA"     | 10,918 | 16th Oct. Noon              | Marseilles and London.                        |
| "NYANZA"    | 7,023  | 27th Oct.                   | Singapore, Penang, Colombo & Bombay.          |
| "KHYBER"    | 9,114  | 30th Oct.                   | Marseilles, London, Antwerp and Hull.         |
| "ALPINE"    | 8,273  | 8th Nov.                    | Singapore, Penang, Colombo & Bombay.          |
| "MANTUA"    | 10,902 | 15th Nov.                   | Marseilles and London.                        |
| "DETANHA"   | 8,153  | 25th Nov.                   | Singapore, Penang, Colombo & Bombay.          |
| "KARMAHA"   | 9,129  | 27th Nov.                   | Marseilles, London, Antwerp and Hull.         |
| "NELLORE"   | 6,552  | 9th Dec.                    | Singapore, Penang, Colombo and Bombay.        |
| "MACEDONIA" | 11,089 | 11th Dec.                   | Marseilles and London.                        |
| "DELTA"     | 8,097  | 23rd Dec.                   | Singapore, Penang, Colombo and Bombay.        |
| "KHIVA"     | 9,135  | 25th Dec.                   | Marseilles, London and Antwerp.               |
| "MIRZAPUR"  | 6,715  | 3rd Jan.                    | Marseilles, London, Hamburg & Rotterdam.      |
| "NYANZA"    | 7,023  | 8th Jan.                    | Singapore, Penang, Colombo and Bombay.        |
| "MALWA"     | 10,941 | 8th Jan.                    | Marseilles and London.                        |
| "KALYAN"    | 9,144  | 22nd Jan.                   | Marseilles, London and Antwerp.               |
| "MOREA"     | 10,918 | 14th Feb.                   | Marseilles and London.                        |
| "KASHMIR"   | 9,003  | 19th Feb.                   | Marseilles, London and Antwerp.               |
| "MANTUA"    | 10,902 | 15th March                  | Marseilles and London.                        |
| "KASHGAR"   | 8,005  | 12th March                  | Marseilles, London, Antwerp & Rotterdam.      |
| "MONGOLIA"  | 16,504 | 19th March                  | Marseilles and London.                        |
| "MACEDONIA" | 11,120 | 2nd April                   | Marseilles and London.                        |
| "DEVANHA"   | 8,155  | 9th April                   | Marseilles, London, Antwerp & Rotterdam.      |
| "KARMAHA"   | 9,129  | 18th April                  | Marseilles, London and Antwerp.               |
| "MALWA"     | 10,950 | 30th April                  | Marseilles and London.                        |
| "KHIVA"     | 9,135  | 14th May                    | Marseilles and Antwerp.                       |
| "MOREA"     | 10,195 | 25th May                    | Marseilles and London.                        |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

|           |        |           |                                 |
|-----------|--------|-----------|---------------------------------|
| "SHIRALA" | 7,841  | 11th Oct. | Singapore, Penang and Calcutta. |
| "TALMA"   | 10,000 | 17th Oct. | do                              |
| "TAKADA"  | 6,949  | 6th Nov.  | do                              |
| "TAKLIWA" | 7,935  | 10th Nov. | do                              |

**EASTERN AND AUSTRALIAN SAILINGS (SOUTH)**

|              |       |            |                                                                                |
|--------------|-------|------------|--------------------------------------------------------------------------------|
| "ARAFURA"    | 6,000 | 29th Oct.  | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
| "TANDA"      | 6,956 | 2nd Dec.   |                                                                                |
| "ST. ALBANS" | 4,500 | 31st Dec.  |                                                                                |
| "ARAFURA"    | 6,000 | 28th Jan.  |                                                                                |
| "TANDA"      | 6,956 | 4th Mar.   |                                                                                |
| "ST. ALBANS" | 4,500 | 18th April |                                                                                |

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
 The P. & O. Royal Mail Steamers to London via Suez Canal.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

|              |        |            |                                 |
|--------------|--------|------------|---------------------------------|
| "ARAFURA"    | 6,000  | 5th Oct.   | Moji, Kobe, Osaka and Yokohama. |
| "MANTUA"     | 10,902 | 16th Oct.  | Shanghai, Moji and Kobe.        |
| "TAKADA"     | 6,949  | 16th Oct.  | Amoy, Moji, Kobe and Osaka.     |
| "TAKLIWA"    | 7,936  | 22nd Oct.  | Kobe.                           |
| "MIRZAPUR"   | 6,715  | 23rd Oct.  | Shanghai, Moji and Kobe.        |
| "KARMAHA"    | 9,128  | 29th Oct.  | Shanghai, Moji and Kobe.        |
| "DEVANHA"    | 8,153  | 30th Oct.  | Shanghai and Kobe.              |
| "TANDA"      | 6,956  | 2nd Nov.   | Moji, Kobe, Osaka and Yokohama. |
| "NELLORE"    | 6,553  | 13th Nov.  | Shanghai, Moji and Kobe.        |
| "DELTA"      | 8,097  | 14th Nov.  | Shanghai, Moji and Kobe.        |
| "KHIVA"      | 9,135  | 22nd Nov.  | Shanghai, Moji and Kobe.        |
| "MACEDONIA"  | 11,089 | 25th Nov.  | Shanghai only.                  |
| "ST. ALBANS" | 4,500  | 7th Dec.   | Moji, Kobe, Osaka and Yokohama. |
| "MALWA"      | 10,914 | 16th Dec.  | Shanghai, Moji and Kobe.        |
| "NYANZA"     | 7,023  | 17th Dec.  | Shanghai, Moji and Kobe.        |
| "KASHMIR"    | 8,885  | 13th Dec.  | Shanghai, Moji and Kobe.        |
| "PERIM"      | 7,648  | 18th Dec.  | Shanghai, Moji and Kobe.        |
| "ARAFURA"    | 9,144  | 24th Dec.  | Shanghai.                       |
| "MANTUA"     | 6,000  | 4th Jan.   | Shanghai, Moji and Kobe.        |
| "MOREA"      | 10,913 | 7th Jan.   | Moji, Kobe, Osaka and Yokohama. |
| "DEVANHA"    | 8,155  | 8th Jan.   | Shanghai, Moji and Kobe.        |
| "KASHGAR"    | 9,005  | 21st Jan.  | Shanghai, Moji and Kobe.        |
| "NELLORE"    | 6,553  | 21st Jan.  | Shanghai, Moji and Kobe.        |
| "MANTUA"     | 10,902 | 4th Feb.   | Shanghai, Moji and Kobe.        |
| "TANDA"      | 6,959  | 8th Feb.   | Moji, Kobe, Osaka and Yokohama. |
| "MONGOLIA"   | 16,504 | 17th Feb.  | Shanghai, Moji and Kobe.        |
| "NYANZA"     | 7,023  | 12th Feb.  | Shanghai, Moji and Kobe.        |
| "MACEDONIA"  | 11,120 | 15th March | Shanghai, Moji and Kobe.        |
| "ST. ALBANS" | 4,500  | 8th March  | Moji, Kobe, Osaka and Yokohama. |
| "DEVANHA"    | 8,155  | 12th March | Shanghai, Moji and Kobe.        |
| "KARMAHA"    | 9,128  | 18th March | Shanghai, Moji and Kobe.        |
| "MALWA"      | 10,950 | 1st April  | Shanghai, Moji and Kobe.        |
| "ARAFURA"    | 6,000  | 5th April  | Moji, Kobe, Osaka and Yokohama. |

All dates are approximate and subject to alteration without notice.  
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
 Passengers for Rangoon must delay their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
 Steamers on London and Australian Lines are fitted with Laundries.  
 Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:-  
**MACKINNON, MACKENZIE & CO.**  
 P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject  
 to alteration without notice.

**FOR AMOY & FOOCHOW**

AND RETURN

(Occupying 8 to 9 Days)

HAINING ... .. Tuesday, 5th October, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
 Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.  
 For Freight and Passage apply to:-

**DOUGLAS LAPRAIK & CO.**

General Managers.

**CHINA NAVIGATION CO.,**

LIMITED.

|                      |             |              |         |
|----------------------|-------------|--------------|---------|
| AMOI & SINGAPORE     | "KWANGCHOW" | On 4th Oct.  | 6 p.m.  |
| AMOI & SHANGHAI      | "SZCHUEN"   | On 5th Oct.  | 6 a.m.  |
| AMOI & SINGAPORE     | "ANKING"    | On 5th Oct.  | 8 a.m.  |
| BANGKOK              | "KIANGSU"   | On 6th Oct.  | 4 p.m.  |
| BANGKOK              | "SUNNING"   | On 7th Oct.  | 6 a.m.  |
| HONGKONG & HAIPHONG  | "TEAN"      | On 7th Oct.  | 10 a.m. |
| AMOI & SINGAPORE     | "KAYING"    | On 9th Oct.  | 6 a.m.  |
| SHANGHAI & TSINGTAO  | "SUIYANG"   | On 9th Oct.  | 6 a.m.  |
| SHANGHAI & NEWORWANG | "LIANGCHOW" | On 10th Oct. | 6 a.m.  |
| AMOI & SHANGHAI      | "SINKIANG"  | On 12th Oct. | 6 a.m.  |
| SHANGHAI             | "SOOCHOW"   | On 14th Oct. | 6 a.m.  |

SALOON PASSAGE RATES, HONGKONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to:- **BUTTERFIELD & SWIRE.**  
 TELEPHONE CENTRAL 36. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE. [4]

**AUSTRALIAN-ORIENTAL LINE, LTD.**

"CHANGTE" &amp; "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

**HONGKONG TO AUSTRALIAN PORTS,**

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

| STEAMER | Due HONGKONG ON OR ABOUT | SAILING HENCE ON OR ABOUT |
|---------|--------------------------|---------------------------|
| CHANGTE | 8th October              | 16th October              |
| TAIPING | 9th November             | 17th November             |
| CHANGTE | 10th December            | 17th December             |
| TAIPING | 6th January              | 14th January              |

For Freight and Passage Apply to:- **BUTTERFIELD & SWIRE.**  
 TELEPHONE: CENTRAL 36. Agents. [3]

**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails on or about 19th October.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "VIMINALE" ... Sails on or about 11th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "Fiume L." ... Sails on or about 8th October.

M.V. "VIMINALE" ... Sails on or about 30th October.

**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above lines, apply to:-

**DODWELL & CO., LIMITED.**

Telephone: Central 1030.

Agents.

[17]

**BOSTON NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

**Sailings from Hongkong.**

|                       |        |                |                |
|-----------------------|--------|----------------|----------------|
| S.S. "CITY OF BATH"   | ... .. | Via Suez Canal | 8th October.   |
| S.S. "TEUCER"         | ... .. | Via Suez Canal | 22nd October.  |
| S.S. "CITY OF BARODA" | ... .. | Via Suez Canal | 5th November.  |
| S.S. "NINGCHOW"       | ... .. | Via Suez Canal | 19th November. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passage apply to:-

**BUTTERFIELD & SWIRE.** or **THE BANK LINE, LTD.** HONGKONG.  
**HONGKONG AND CANTON.** **JARDINE, MATHESON & CO., LTD.** CANTON.

[2]



